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Chisholm's Stranger's guide to Montreal. 1872

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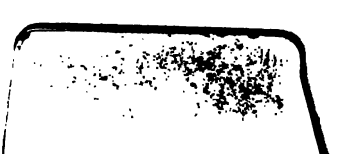

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Stranger's Guide

TO

MONTREAL

A Complete Hand-book, Directing Visitors

WHERE TO GO. WHEN TO GO. AND HOW TO GO.

THROUGH THE CITY AND SUBURBS.

CONTAINING A FINE

MAP OF THE CITY,

SHOWING THE DISTANCE FROM THE CENTRE TO THE DIFFERENT POINTS.

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The Turkish Bath is a "boon to humanity," an important auxiliary to the [illegible] of disease, and one of our best means of purifying the blood.—*S. E. Chaillé, [illegible] in N. O. Medical and Surgical Journal.*

Pain and ache vanish as if by magic in the Bath.—*Dr. Brereton.*

Nothing can be more thoroughly rejuvenating than a Turkish Bath.—*Daily [illegible]ertiser.*

It utterly destroys the craving for strong drink.—*James Lawrie, M.D., L.R.C[illegible]*

It would be well if all the human race could have at least one Turkish [illegible] each week.—*Dr. F. E. Westervelt.*

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The Turkish Bath *can not* give cold.—*Erasmus Wilson, F.R.S.*

We recommend the following persons to try it: Every weary traveller, [illegible] especially every one visiting the city to buy goods or transact any busi[illegible] Every minister should take it on Saturday; it will impart new life to his pre[illegible] ing; it is a luxury that leaves no "sting behind." If you have a cold [illegible] makes you ache all over, and your bones feel as if they were being split by a [illegible] while you sneeze as if you would snap your head off, try a Turkish Bath, and [illegible] will know how a child feels sleeping sweetly in the arms of its mother. In s[illegible] friends, if you are sick or well, sad or joyful, in prosperity or adversity, or in [illegible] other condition, take a Bath, and you will neither sigh for the White Mount[illegible] Saratoga, or Newport.—*Rev. W. C. Van Meter, New York.*

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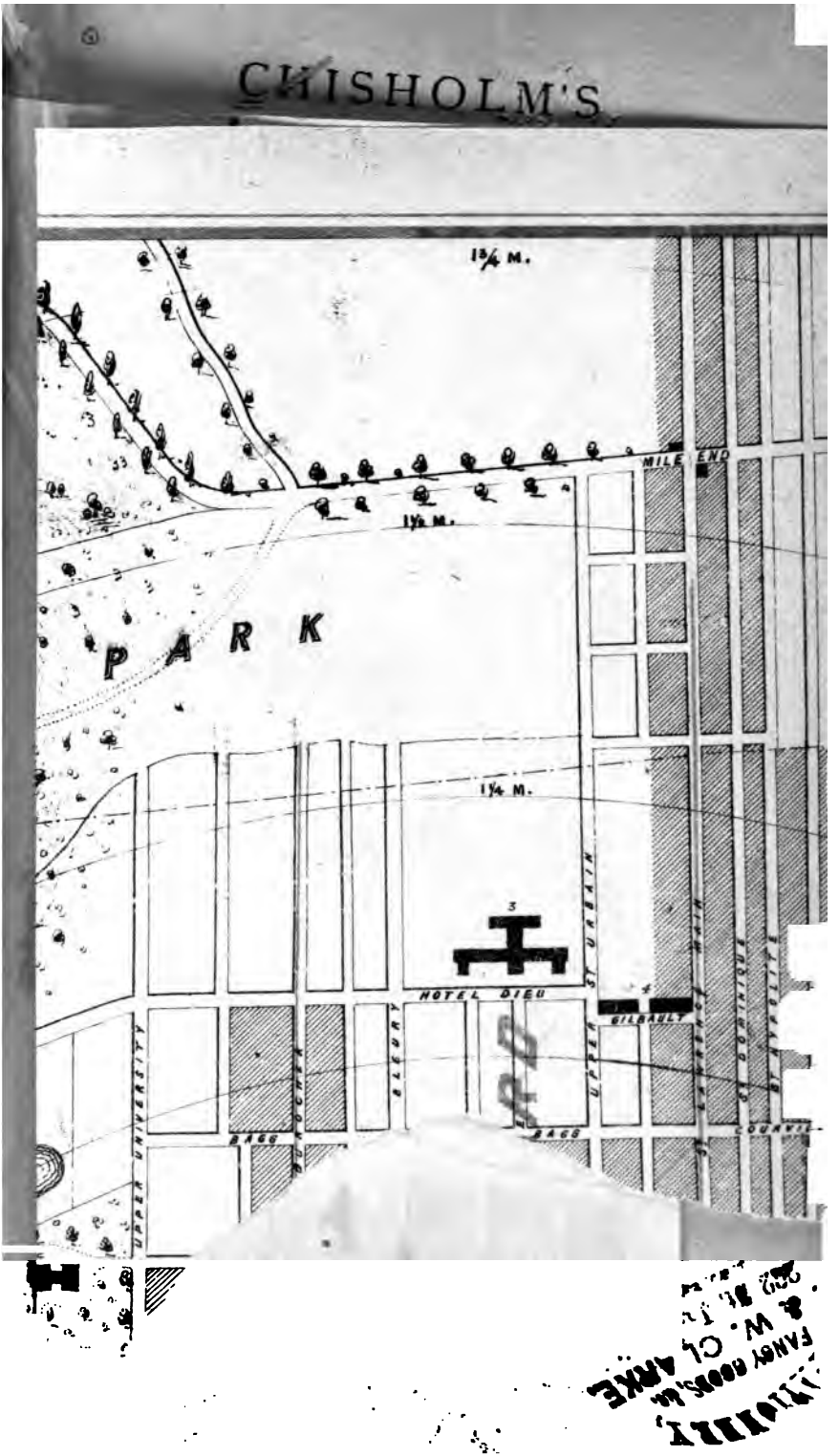
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CONTENTS.

	PAGE.
STREET GUIDE	4
MONTREAL—A SKETCH OF ITS HISTORY, STATISTICS, &C	7
PUBLIC BUILDINGS, SQUARES, &C	15
PUBLIC WORKS, &C	55
DRIVES, &C., IN AND AROUND THE CITY	59
GRAND TRUNK RAILWAY	62
CANADIAN NAVIGATION COMPANY	62
THE RICHELIEU COMPANY	62
CITY COUNCIL	65
TARIFFS OF COACHES, CABS, CALECHES, &C	66
FIRE ALARM TELEGRAPH SIGNAL BOXES	67
TIME INDICATOR	68
TABLE OF DISTANCES	68

STREET GUIDE.

NOTICE TO READERS.

On entering any street, when you have ascertained its name, look at the following STREET INDEX, *and it will point out the page on which the description of that street, and its buildings is to be found:*

	PAGE.
Beaver Hall Hill, from Jurors to Belmont street	15
Belmont street, from Beaver Hall terrace west to St. Geneviève street	16
Berthelet street, from Bleury street west to Union avenue	16
Bleury street, from Craig street north to Sherbrooke street	16
Chenneville street, from Craig street north to Dorchester street	17
College street, from McGill street west to Chaboillez street	17
Commissioners street, from Water street west to McGill street	17
Common street, from Custom House square west to Canal Basin	17
Cotté street, from Craig street north to Lagauchetière street	18
Craig street, from Colborne Avenue west to St. Bonaventure street	18
Dalhousie street, from the Canal north to William street	19
Dorchester street, from Colborne avenue west to City Boundary	19
Drummond street, from Dorchester street north to the Mountain	25
Guy street, from Grand Trunk street north to Sherbrooke street	26
Hanover street, from Belmont street north to Dorchester street	26
Lagauchetière street, from Shaw street west to St. Monique street	26
McCord street, from Wellington Street north to Mountain Street	27
McGill street, from the Canal north to Victoria sq	27
Notre Dame street, from Dalhousie square west to McGill street	27
Ottawa street, from Queen street west to the Canal Basin	31
Point St. Charles	32
Sherbrooke street, from Amherst street west to the City boundary	32
St. Antoine street, from Craig street west to the City boundary	33
St. Bonaventure street, from Victoria square west to the City boundary	34
St. Catherine street, from Dufresne street west to the City boundary	34
St. Constant street, from Craig street north to Sherbrooke street	37
St. Denis street, from Craig street north to the City boundary	38
St. Dominique street, from Craig street north to Sherbrooke street	38
St. François Xavier street, from Commissioners street north to Craig street	39
St. Gabriel street, from the river north to Craig street	39
St. James street, from St. Gabriel street west to McGill street	39
St. Joseph street, from McGill street west to the City boundary	44
St. Lawrence (Main) street, from Craig street north to the City boundary	47
St. Mary street, from the City boundary west to Dalhousie square	47
St. Monique street, from St. Antoine street north to Cathcart street	48
St. Nicholas street, from Commissioners street north to St. Sacrament street	48
St. Paul street, from Dalhousie square west to McGill street	48
St. Sacrament street, from St. François Xavier street west to St. Peter street	51
University street, from Dorchester street north to Sherbrooke street	51
Visitation street, from St. Mary street north to the City boundary	51
William street, from McGill street west to the City boundary	52

MONTREAL HARBOR.

MONTREAL:

A Sketch of its History, Statistics,

&c., &c., &c.

GOING back a period of 320 years, we seem to see JACQUES CARTIER, whose name is ever memorable in the history of Canada, on the 3rd of October, 1535, entering for the first time the little Indian village of "Hochelaga," the germ or nucleus of first, the town of Mount Royal, and so, of the city of Montreal; eventful visit this, fraught with great results. We can sympathize with the emotions which would fill the mind of the explorer, as he gazed around on "the beautiful panorama of thirty leagues radius that stretched out of the view from the eastern promontory of the mountain"; and yet we cannot suppress a feeling of pity, as we think of the fate of those simple yet valiant sons of the forest, who gathered round Cartier, as if before a superior being, and whose race has been so sternly driven back by the steady advance of civilization. But we may not pause upon this subject, and so we ask our visitors and citizens to recognise, if they can, the features of the following picture of ancient Montreal, in the substantial stone and brick of our modern architecture:—

"The way to the village was through large fields of Indian corn. "Its outline was circular; and it was encompassed by three separate rows "of palisades, or rather picket fences, one within the other, well secured "and put together. A single entrance was left in this rude fortification, "but guarded with pikes and stakes, and every precaution taken against "siege or attack. The cabins or lodges of the inhabitants, about fifty "in number, were constructed in the form of a tunnel, each fifty feet in "length by fifteen in breadth. They were formed of wood covered with "bark. Above the doors of the houses as well as along the outer rows of "the palisades, ran a gallery ascended by ladders, where stones and

" other missiles were ranged in order for the defence of the place. Each " house contained several chambers, and the whole were arranged so as to " enclose an open court yard, where the fire was made."

Again we pass on over 200 years, with all their whirl of exciting events; and in 1760, the date of British possession, we find Montreal a well peopled town, "of an oblong form, surrounded by a wall flanked " with eleven redoubts, which served instead of bastions. The ditch " was about eight feet deep and of a proportionable breadth, but dry; it " had also a fort or citadel, the batteries of which commanded the streets " of the town from one end to the other."

Coming to more modern dates, we find that though the city was increasing in population, and augmenting its trade, yet a New York writer, some forty-five years ago, thus characterized Montreal:—" The " approach to Montreal conveyed no propossessing idea of the enterprise " of its municipality; ships, brigs and steamboats lay on the margin of " the river at the foot of a hill. No long line of wharves built of the " substantial free stone, of which there is abundance in the neighbour- " hood, afforded security to vessels and owners; the commercial haven " looked as ragged and as muddy as the shores of New Nederland when " the Guedevrow first made her appearance off the Battery."

McGregor, too, in his British America, a work of not very ancient date, thus described Montreal:—" Betwixt the Royal Mountain and the River, " on a ridge of gentle elevation, stands the town. * * * * * * " There are no wharves at Montreal, and the ships and steamers lie " quietly in pretty deep water, close to the clayey and generally filthy " bank of the city."

Such then was our city in times bygone. In the days of our fathers, no stately steamships ferried us across the Atlantic, no floating palaces conveyed us safely, speedily, and securely up and down our noble St. Lawrence, and across, as the " Times " has fitly termed it, " that magnificent series of inland seas, the high road from Europe to the North American continent." Then, no great chain of railway linked town to town, and city to city, almost annihilating distance. Then, the journey to Detroit was a toilsome matter of several weeks; and that to Brockville, short even as is the distance, occupied, with heavy cumbrous *batteaux*, three weeks. Now how changed! The wand of some fairy king has surely been here. No! but industry, intelligence, labour,

capital, all combined, and working for the advancement of this rising colony, have produced the marvellous changes which meet us on every hand.

This, the largest and most populous city in British North America, and the commercial capital of the Dominion, was founded in 1642, under the name of "Ville-Marie," near the site of the Indian village of "Hochelaga." The name was afterwards changed to "Mount Royal," from the mountain which overlooks the city. It is situated on an island bearing the same name, in the combined embrace of the Ottawa and St. Lawrence,—which latter river at this point is upwards of a mile and a half wide,—180 miles S. W. of Quebec, 420 miles N. of New York, and about 800 miles from the sea. It possesses, partly from its latitude, and partly from the great area of water with which it is surrounded, a mildness and softness of climate unknown to any other part of the Province of Quebec, is the largest island in Canada, being 32 miles long and 10½ miles wide, and is considered the garden of the Lower Province. Its area is 197 square miles. The soil is in most parts excellent, and produces nearly every kind of grain, fruit, and vegetable in perfection. The surface is level, with the exception of the mountain near the city; it is, however, diversified by several gentle ridges, having a tendency from N. E. to S. W., which are designated *coteaux*. The main branch of the Ottawa, which is the lumber highway to Quebec, passes North of the island, and enters the St. Lawrence about 18 miles below the city; about one-third of its waters are, however, discharged into Lake St. Louis, and joining but not mingling at Caughnawaga, the two distinct bodies pass over the Sault St. Louis and the Lachine Rapids—the dark waters of the Ottawa washing the quays of the city of Montreal, while the blue St. Lawrence laves the opposite shore. Nor do they merge their distinctive character until they are several miles below the city. The quays of Montreal are unsurpassed by those of any city in America; built of solid limestone, and uniting with the locks and cut stone wharves of the Lachine Canal, they present for several miles a display of masonry which has few parallels. Unlike the levees of the Ohio and Mississippi, no unsightly warehouses disfigure the river side. A broad terrace, faced with gray limestone, the parapet of which is surmounted by a substantial iron railing, divides the city from the river throughout its whole extent. In the summer months the scene on the harbour is full

of life and interest. There are over one hundred and fifty-six miles of streets and lanes in the city. Of these, a large number are watered daily during the summer months. In the rear of the city, running parallel to the river, at the distance of about a mile and a half from the water's edge, rises a long ridge of rocky and precipitous hill, some 700 feet in height, from which was derived the original name of the city, "Mount Royal." The summit of this mountain commands a view, extensive and diversified, of the city, with its towers, and spires, and public buildings, and a vast sweep of the surrounding country. In mid-river lies the umbrageous island of St. Helens—half park, half arsenal, glistening in the morning sun like an emerald set in gold. The St. Lawrence, a mile and a half wide at the narrowest point, extends east and west as far as the eye can reach, covered with ships fresh from the ocean, and by steamers numberless, leaving on the wind their murky trail. In mid-landscape, that architectural marvel, the Victoria Bridge, spans the river, in all its strength and beauty: and the ear can detect the roar of each passing train which rushes through its iron ribs. Beyond, the rail-tracks wind through a champaign country, settled for two centuries, where farm dwellings and buildings line the roads like streets,—rich in population and rustic wealth; while in the distance the twin mountains of Belœil and Montarville, sights even more picturesque than their names are musical, rise from the plain, like isles of beauty amid a sea of verdure. But the eye can hardly tear itself from the scene of cultivation close around. The slopes of the mountain, and the rich alluvial soil at its foot, are one entire garden. Villas and pleasure-grounds cover the hill-side. A beautiful reservoir, cleft out of the rock, glitters in the sunlight with all the formal beauty of a *paysage* by Watteau. The costumes and gay colours of the present day heighten the illusion, and impart health and freshness to the city spread beneath. In the distant valleys, the agricultural skill of the English farmer combines with old French minuteness and precision to create a scene

> "Ever changing, ever new;
> When will the landscape tire the view?
> The fountain's fall; the river's flow;
> The woody valley, warm and low;
> The windy summit, wild and high—
> Roughly reaching to the sky;
> The pleasant seat; the ruined tower;
> The naked rock; the shady bower;
> The town—the village—dome—and farm
> Each gives to each a double charm—
> Like pearls upon an Ethiop's arm."

But the spectator from the hill-top, or the frequenter of St. James Street, or of the Rue Notre Dame, must not suppose that in 1812, the year of the war with the United States, things were as they now are. Not for twenty-five years after, did a civic government provide for the wants of advancing civilization ; not for twenty-five years did gas-lights or pavements, or hydrants exist. The long line of banks and stately edifices which now adorn St. James Street, rise from an abandoned graveyard, which in 1812 was bounded by the crumbling city defences. Fortification Lane was the foot of the town wall ; Craig Street was the town ditch ; beyond, on the upland, were country houses and orchards. In the same year, Notre Dame Street, now flashing with plate glass and the piled stores of jewellery and brocade, was a narrow street, of low, cosy Canadian houses, one storey and a half high—the *sancta* of much genial grace and of unbounded hospitality. The nocturnal reveller—and there was a good deal of revelry in those days—who slipped off the disjointed stones, mis-called *trottoirs*, plunged mid-leg in the mud, in the palpable darkness, without h pe of refuge in a street railway-car, or of help from a sleepy policeman. The old Catholic parish church, which in early days gave a Catholic welcome to the churchless Protestant congregation, stood lengthwise in front of the site of the present noble church of Notre Dame—grand in design, though somewhat marred by a too great severity of style. Those splendid wharves faced with miles of cut stone, unequalled in America, and rivalled only in Europe by the docks of Liverpool, or the quays of St. Petersburg, have replaced a nauseous bank, heaped with filth and garbage, a muddy islet, the receptacle of driftwood and drowned animals, and a turbid stream, whence the strongest swimmer never rose. Montreal of the present day with its palatial residences,—its places of public resort,—markets, numerous, convenient, and ornamental,—with its cathedrals, churches, colleges, convents,—with its multiplied institutions and social improvements,—with a population of over 130,000 souls, is as superior to the Montreal of 1840 as the Montreal of 1840 was in advance of the Montreal of 1812, yet at that time it was the commercial heart of Canada ; the fountain of supply ; the focus of mercantile energy and wealth ; and was regarded as the grand end and aim—the promised prize of American conquest. It was favourably situated for intercourse with the Upper Province, New York and Boston, being at the head of the ordinary

navigation of the Atlantic, and at the foot of the grand chain of canals, which connects the great lakes Ontario, Erie, Huron and Superior with the river and the ocean. It is also connected by railroad and steamboat with all parts of Canada and the United States.

Montreal is the port at which arrives the great bulk of the importations from Great Britain and other places abroad, which are there either re-sold or transhipped to all parts of the Provinces of Ontario and Quebec and the United States.

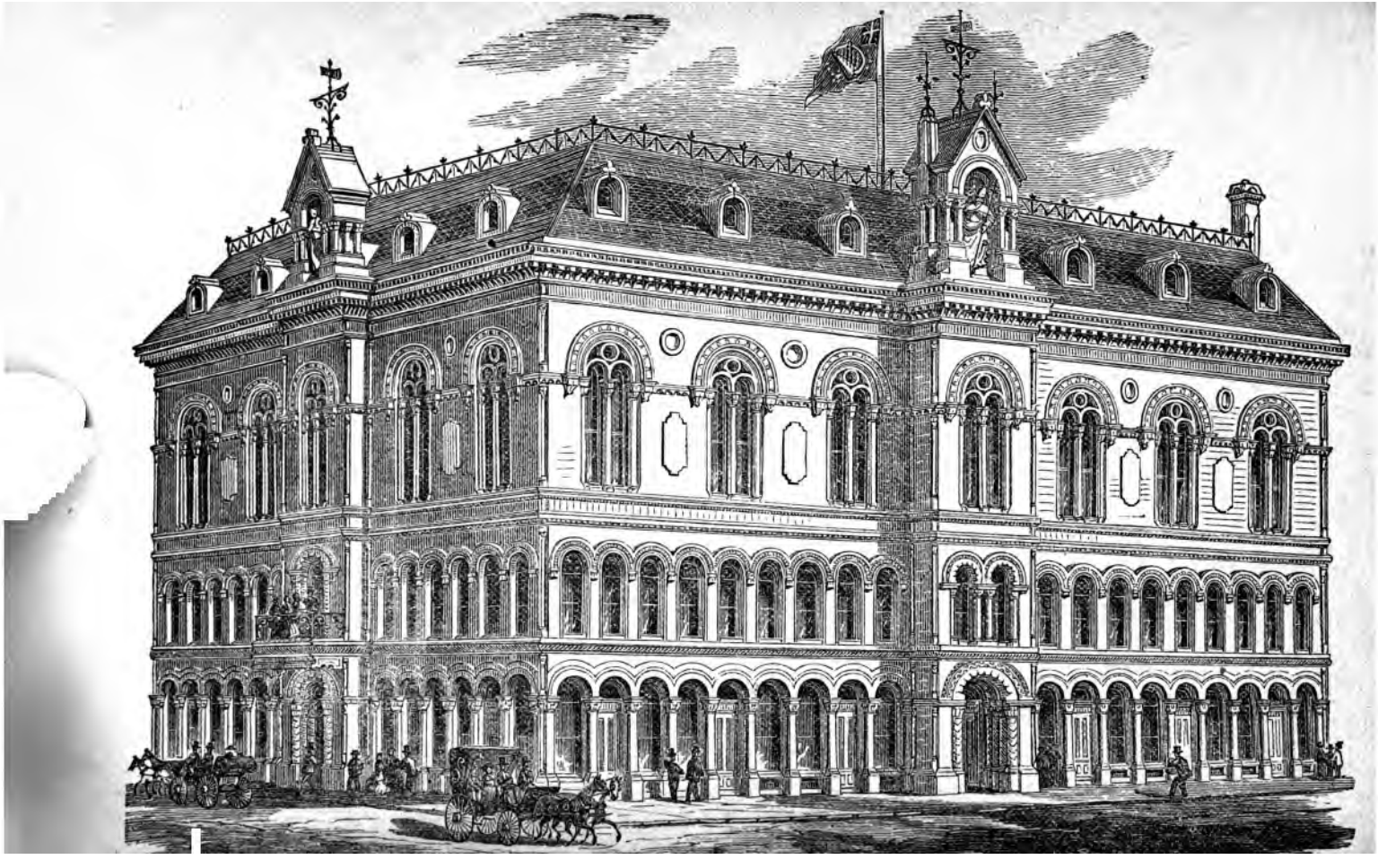
A large wholesale and manufacturing trade is carried on in Montreal in all descriptions of goods; the manufacture of boots and shoes particularly has risen to a great prominence, and many persons engaged in the business have rapidly acquired wealth.

The city and suburbs are lighted with gas, and many of the principal streets paved with stone. From whichever side approached, Montreal and its vicinity—the wood-clad "Mount Royal" forming a magnificent background, with its numerous beautiful villas, orchards, and delightful drives, its grand spires and lofty towers—present to the view of the beholder, a vast, picturesque, and grand panorama.

Montreal also abounds in societies and institutions, national, benevolent, literary, and scientific, the most important of which will be noticed further on in their proper places.

The population of Montreal is a very trustworthy remembrancer of its varied history, being composed of the descendants of the ancient lords of the soil and their British successors, in proportions which are every year becoming more nearly equal.

The press of Montreal is also an index to its twofold inhabitants. There are in the two languages about 30 publications of various kinds.



Public Buildings, Squares, &c.

ALEXANDER STREET (see St. Alexander)

BEAVER HALL HILL.

ZION CHURCH (*Congregational*). At the corner of Latour street. This church, which was not long since almost totally destroyed by fire, has been re-erected. It is a neat building in the Doric style of architecture; is estimated to seat 1,250 persons comfortably. It has lately been much enlarged by an addition in rear, consisting of Vestry and Committee rooms, and accommodations for the "Congregational College," which has been removed from Kingston, Ont. Rev. Henry Wilkes, D.D., pastor.

BAPTIST CHURCH (FIRST). On the corner of Lagauchetière street. A new and rather pleasing looking building, of a Gothic style; will accommodate about 750 persons. Rev. John Alexander, minister.

ST. ANDREW'S CHURCH (C. of S.). This church, which was nearly demolished by Fire in the Fall 1869, but has since been rebuilt, is a beautiful specimen of the Gothic style of architecture; is an ornament to the city, and is worthy to be called an ecclesiastical structure. The tower and spire are good, the mouldings are bold and well cut, and the windows in keeping. The interior is well arranged and handsomely fitted up, and will accommodate upwards of 1,000 persons. The church is enclosed on three sides with a railing of cast and wrought iron, on a cut-stone plinth. The railing is divided into compartments by massive stone pillars, and, together with the plinth, is of a design corresponding in style with the church. Rev. Gavin Lang, minister.

CHURCH OF THE MESSIAH (*Unitarian*). Opposite the above, is a plain and substantial edifice, in the Byzantine style of architecture which also suffered by fire in the year 1869. The tower is about seventeen feet square, and when completed will be about 120 feet high. Over the west end entrance is a large rose window, and in the chancel another, both filled with highly decorative stained glass. The church, which is under the ministry of the Rev. John Cordner, affords accommodation for over 750 persons.

BELMONT STREET.

NORMAL AND MODEL SCHOOLS. The building in which the above named schools are held is a rather handsome pile in the Tudor style of architecture. This institution is intended to give a thorough training to teachers, which end is satisfactorily attained by instruction and training in the Normal, and by practice in the Model Schools. Professor W. H. Hicks is Principal of this institution.

BERTHELET STREET.

THE LADIES' BENEVOLENT INSTITUTION, for the relief of widows and half-orphans, is a large unpretending three story building. This Society, as its name infers, is managed solely by a committee of Ladies, and is one of the most useful in Canada.

BLEURY STREET.

THE CITY CARS run on this street from Craig to St. Catherine street.

ST. MARY'S COLLEGE (*Jesuit*). At the corner of Dorchester street, is a large and handsome stone building, with an extensive play-ground for the use of the scholars, in front. Rev. Father Vignon, S. J., Director.

JESUITS' CHURCH. This fine building is 230 feet long and 102 feet wide, with a transept 152 feet long. The roof is supported by double rows of columns, terminating with composite capitals. There are no galleries, with the exception of an organ gallery, which, at each side of the organ, will accommodate the students and pupils of the College. The height of the middle nave is 75 feet, and the width between the rows of columns is 40 feet. The height of the side naves is 34 feet.

The rear wall of the chancel is octagonal, as are also the terminal walls of the transept. The chancel and transept are lighted by immense ornamental windows. The ceiling is beautifully frescoed and the walls adorned with magnificent paintings of scenes in evangelical and ecclesiastical history. There is accommodation for over 4,500 persons. The basement, unlike the generality of Roman Catholic churches, consists of a large amphitheatre and forum, capable of seating 4,000 persons. The height is twenty feet above the forum, and 11 feet in front. The entrance to the church is by two large, handsome towers, which open on a vestibule 17 feet deep, extending across the entire front of the church. These towers are 30 feet square, presenting an angle instead of a face to the street, when completed according to the original design they will be 200 feet high.

CHENNEVILLE STREET.

JEWISH SYNAGOGUE, is a neat cut stone building, the interior of which is beautifully fitted up in the Egyptian style. Rev. A. De Sola, Rabbi.

COLLEGE STREET.

ASHES INSPECTION STORE, is a large brick building, extending nearly as far back as William street; all the inspection of Pots and Pearls for the city trade, which is very extensive, is done here by Messrs. Dyde & Major.

COMMISSIONERS STREET.

ST. ANN'S MARKET, is a neat brick building, consisting of butchers', traders' and green-grocers' stalls, with a large hall above the butchers' market, used by Mr. Wm. Evans, as the Lower Canada Agricultural Hall; was built at a cost of about $80,000, on the site of the old Parliament Buildings.

COMMON STREET.

TIME BALL. Coming along the river side the stranger is attracted to a rather curious looking apparatus on the roof of Messrs. Boyer & Hudon's store. This turns out to be a time regulator for the shipping public, which is governed from the McGill Observatory by electricity, and descends punctually every day at noon.

CUSTOM HOUSE SQUARE, in the centre of which stands the old "Custom House." In front of the building is a small enclosure filled with flowers and shrubs, and having a fountain in its midst. On the left is the Montreal House. In this building are the offices of the Trinity Board and Harbour Commissioners.

THE CUSTOM HOUSE (formerly the Royal Insurance Building,) at the junction of this with Commissioners street, the palatial magnificence of which cannot fail to attract the beholder, is a fine building, a credit to the city, being erected in a most sumptuous style. The elevations are of a more or less elaborate design. The handsomest portion of the building is the tower, which contains a fine four-faced clock, and is surmounted by a cupola, covered with zinc, in fish scale pattern. The court, the walls of which are lined with white Dutch tiles, a novel feature in this country, presents a very light, clear and handsome appearance, while the ornamental iron railing and columns surrounding the galleries, bronzed and painted a rich cobalt colour, give it altogether a cool and chaste character. The fittings of the offices, of carved oak throughout, and in keeping with the architecture of the building, are, without exception, the most handsome in the city. The building is divided by four fire-proof brick partitions.

MONTREAL OCEAN S. S. COMPANY'S OFFICE, belonging to the Messrs. H. & A. Allan, situated at the junction of this and Youville streets, is a substantial and ornamental cut stone building. At the wharf below is generally to be seen one or more of the Company's steamers loading or unloading their cargoes alongside the large freight sheds erected for their accommodation.

COTTE STREET.

THEATRE ROYAL is outwardly a very plain building. The interior is fitted up to seat about 2,000 persons.

SCHOOL OF THE CHRISTIAN BROTHERS (*Friars*) is a large cut-stone building, attended principally by French Canadian children, who pay but a nominal amount for tuition. The C. B. deserve great credit for their efforts to educate the young of their own religion, by opening schools in all parts of the city.

PRESBYTERIAN CHURCH OF CANADA (*Free*), is a neat and comfortably fitted up cut-stone edifice. A high tin-covered spire, and a flight of stone steps with iron railing in front, add greatly to its appearance. Will accommodate about a thousand persons. Rev. Dr. Burns, pastor.

CRAIG STREET.

This street was formerly the course of a rivulet or town ditch, which has been converted into a tunnel, forming a large and useful main sewer, to carry off the waste water. It now forms one of the widest streets and greatest thoroughfares of the city, the street cars run throughout its entire length.

CATTLE MARKET, is a large and well adapted brick building, containing offices, weigh-house, and clerk's residence.

EASTERN CONGREGATIONAL CHURCH, at the corner of Amherst street, is a substantial stone edifice, with accommodation for about 500 persons.

FRENCH PROTESTANT CHURCH, on the corner of Elizabeth street, is in size 60 x 40, of rough stone, with cut-stone dressings, in the early English style of architecture, with pointed windows, and an octagonal canopied spire. There is a basement under the entire length of the edifice, 10 feet high, well lighted and ventilated. The buildings in connection with and adjoining the church are a Bible Depository on the same street, and the pastor's residence on St. Elizabeth street, both having cut-stone fronts and pointed windows. Rev. R. P. Duclos, pastor.

THE MILITARY SCHOOL, situated on this street, just opposite the Champ de Mars, is a spacious structure, well adapted to the purpose

for which it is designed. There are apartments for arms, ammunition, and other military equipments. Cost, $100,000. During last winter the roof of this building unfortunately gave way under a vast accumulation of snow. It is at present undecided whether it shall be restored or the space occupied by the building be converted to other purposes.

CENTRAL HOSE STATION, a fine three-story stone and brick building, at the corner of Chenneville street, was erected for the Corporation by Mr. M. H. Perrault, in 1863. It has accommodation in the second story for the Chief Engineer of the Fire Department.

THE ROOMS OF THE YOUNG MEN'S CHRISTIAN ASSOCIATION,—with their excellent Library, &c., are at the corner of Craig and Alexander streets. The association having purchased a site at the corner of Victoria Square and Craig street, are about to erect a large and handsome building, in every way most suitable for the accommodation of their increasing body of Members.

ST. PATRICK'S HALL, situated at the corner of Craig street and Victoria square, is a fine monument of the energy, taste, and patriotism of the Irishmen of Montreal. The building has a frontage of 140 feet on Victoria square, and 100 on Craig street and Fortification lane. The height from the street level to the cornice is 72 feet.

DALHOUSIE STREET.

ST. STEPHEN'S CHURCH (C. of E.), in the style of the 13th century, and similar in appearance to St. George's, yet with somewhat less pretensions. The interior is arranged in a neat, comfortable manner. The church is in size about 100 by 55 feet, and will seat over 1200 persons. A number of the sittings are free. Rev. Mr. Curran, minister.

DORCHESTER STREET.

ST. LUKE'S CHURCH (C. of E.) In the east of this street is a neat stone edifice, well finished within and without. The church was erected immediately after the great fire of 1852. The building will seat about 800 persons, and is under the pastoral care of the Rev. James Thorneloe.

MONTREAL GENERAL HOSPITAL, better known as the "English Hospital," on the corner of St. Dominique street, is an elegant and commodious cut stone building. The management of the institution is admirable, and has been the means of conferring an immense amount of good on all classes. It is divided into wards, each for a specified ailment, and is under the direction of the best and most learned physicians in the city.

FRENCH MISSION CHURCH (*Protestant*), erected as its name indicates, by the French Protestant Mission, is situated in this street, near the

corner of St. Urbain, is built of brick with stone dressing and slate roof and in the Gothic style of architecture. The church is 53 feet long by 30 wide. The pews are open, and afford accommodation for nearly 300. There is a commodious, well-lighted basement, adapted for either school or lecture room.

ST. JOHN THE EVANGELIST (C. of E.), at the corner of St. Urbain, a small brick building, with something of the Gothic style about it; is very neatly fitted up in the interior; a very handsome stained glass window is the principal attraction. The whole of the sittings in this church are free, it is supported by voluntary contributions. Rev. Edmund Wood, M. A., curate.

PROTESTANT HOUSE OF INDUSTRY AND REGUGE. This institution consists of two large, substantial looking brick buildings, near Bleury street. The building in front is 3 stories high, and measures 60 by 50 feet, forming that portion of the institution where the various offices, board room, superintendent's dwelling, &c., are situated. On the ground floor are two shops, a special entrance hall and staircase, giving access to the above-named rooms, which are on the second story; above them in the third story are dormitories for the more respectable portion of the community who may require temporary shelter, and who would not like to be placed in the "House of Refuge" proper, which latter is in the rear building, 60 feet by 40, connected with the front one by a covered corridor, and consists of, on the ground floor, a spacious kitchen, with large cooking kitchen attached,—superintendent's office, separate reception rooms, and staircases for the male and female applicants, closets, &c. On the second story are the women's dormitories, with water closets, &c., attached; while the third story contains similar accommodation for men. Laundry, drying-room; bath rooms for males and females; fuel cellars, &c., are all provided in the basement. The whole building is thoroughly heated by steam. The rooms are large, lofty, and well ventilated, and great care appears to have been taken to obtain that great desideratum in an institution of this kind, viz., to keep the two sexes totally separated, and at the same time to be so near the superintendent's apartments, as to be at all times under his immediate supervision.

HIGH SCHOOL, a fine brick building in the Grecian style; is under the Protestant Board of School Commissioners, and is noted throughout the Province as a first class educational institution. Rector, Prof. H. A. Howe, LL.D.

ST. JAMES CLUB HOUSE, on the corner of University Street, one of the finest buildings in British North America. The exterior is in keeping with the purpose for which it is intended, the principal façades being on Dorchester and University streets. The base, to a height of

ST. PATRICK'S CHURCH.—See page 26.

seven feet above the foot walk, is executed in Montreal limestone, rough-faced ashlar, with dressed mouldings and angles. The superstructure is in red brick, with Ohio stone cornices, window dressings, &c., the entrance, bay windows, and balconies, being built entirely of the latter material. The whole building is surmounted by a massive medallion cornice, from which rises the curved Mansard roof, covered with metal. An ornamental cast iron cresting railing surrounds the flat portions of the roof, from which place extensive views of the mountain and city can be obtained. The building, which is fitted up with every modern comfort and convenience, is heated throughout with steam.

ST. PAUL'S CHURCH (C. of S.) For size, beauty, and convenience, this is one of the most important of our city churches. It is cruciform in plan, with tower, stained windows, and the usual accessories of Gothic architecture. The capacity of the building is that of 1000 sittings on the ground floor—there being no galleries, except one for the organ and choir. Under this gallery, and on the same level with the church floor, are the minister's and elders' vestries, fitted up with every requisite for comfort and convenience. The transepts and nave are divided on either side of the church by an arcade of three arches, resting on octagonal pillars of Ohio stone, out of the capitals of which are worked the corbels for the support of the roof principals. There is a basement under the whole area of the church, divided into lecture rooms and school rooms, with the necessary adjuncts to each. The walls to the level of the base are constructed of Montreal limestone; the superstructure is faced with similar material, having the natural surface of the stone exposed to view; the weatherings, groins, pinnacles, and all the ornamental parts of the work, are of Ohio sandstone. The roof is covered with slate from the Melbourne quarries. The internal dimensions of the nave are 102 by 69 feet: the transepts are about 46 feet wide, with a projection from the nave of nearly 17 feet. From the floor to the apex of the roof the height is 58 feet. Architects, Messrs. Lawford, Nelson & Hopkins. Pastor, Rev. Dr. Jenkins.

KNOX CHURCH (*Canada Presbyterian*). This building, which is situated at the corner of this and Mansfield Street, is chiefly frequented by the congregation lately worshipping in the old church in St. Gabriel street. Is is in the early Gothic decorated style of architecture, the ashlar work of the walls, buttresses, &c., being built with small even courses of stone, having their natural face exposed; the dressing of the windows and doors, the moulded work, &c., being chiselled. It is 110 feet in length by 60 in breadth, and consists internally of a nave and two side aisles, in the latter of which are galleries. The nave, arches, and roof are supported by light iron columns, which also support the galleries. The ceiling is plastered, and divided into panels by the roof timbers. There is an octagonal recess for the pulpit, over which there is

a ground ceiling. The windows are filled with glass of a diaper pattern, with a stained margin around the different compartments; over the east gallery there is a large window filled with rich tracery. Great attention has been given to the heating and ventilating, which are carried out under the most approved system. The pews are arranged on a circular plan, and are calculated to accommodate nearly 800 persons. There are three entrances to the church, the principal one on this street being through a handsome open porch. There is a lofty and spacious basement, in which are a vestry, library, class-rooms, &c., &c. Pastor, Rev. J. Thornton.

At the corner of Cemetery Street a new Roman Catholic Cathedral is in course of erection. The design is said to be a fac-simile in miniature of St. Peter's at Rome. When completed it will certainly be one of the chief ornaments of Montreal.

The fine open plot of land, known as the "Old Roman Catholic Cemetery," between Cemetery and St. François des Salles streets will shortly be laid out as a Public Square. Surrounded, as it will be, by numerous and handsome Churches, and commanding a magnificently fine view of the Mountain, this Square when completed, will be unequalled on this continent and cannot fail to become a favourite promenade with all classes of Society.

WESLEYAN CHURCH is a fine building of the English Gothic style of architecture of the 13th century. The walls are stone throughout, the plain surface being natural faced work in small regular curves, and the angles and wreathings of buttresses, and the windows and door jams are of cut stone. The height of tower and spire is 170 feet. The basement is lofty and wholly above ground, and is divided into class and lecture rooms, lobbies, &c. The building is 61 feet by 93 feet clear, inside, and will accommodate about 800 persons. There are no galleries.

THE NEW CHURCH OF ST. GEORGE (C. of E.), situated on the corner of St. Janvier and St. Francis de Salles streets, near Dorchester, is a Montreal stone building, with the angles and moulded work in Ohio sandstone. The building has a large nave, 104 feet by 70 feet wide, under a single roof, with transepts on each side 45 feet by 24 feet deep, terminated with octagonal ends, as are the chancel and choir, which together are 40 feet deep by 27 feet wide. There is a large open porch forming entrance, with square tower on angle of building, which is intended to be finished with a spire, the total height of which from ground will be 240 feet. The building is in the decorated Gothic style, with traceried windows filled with stained glass. The ceiling is lined

with wood, which with the moulded principals supporting roof, are stained and varnished. The ornamental stained glass window at the end of the chancel, is to the memory of the late Metropolitan, Bishop Fulford; and the one at right hand side of centre, to the memory of the late Hon. George Moffatt. The church will accommodate 1,300 persons; and cost, without the land, about $54,000. Architect, W. T. Thomas, Esq. The schools intended for this church are built on the same lot, fronting upon Stanley street, consist of day schools, with class rooms on ground floor, with large room on first floor 86 by 42. The buildings are of Montreal stone, roofs covered with slate, cost $12,000.

AMERICAN PRESBYTERIAN. This building is an exact copy of Park Church in Brooklyn, N. Y., and has a massive appearance, no particular style being applied in the design. Its length over all is 144 feet, and the width 86 feet. The ceiling, a flat one, is 44 feet from the floor. The front elevation on Dorchester street has two towers, one at each angle, the one next Drummond street finished with a spire rising to a height of 200 feet above the street, the other being finished square at about 80 feet high. The auditorum is 90 feet long by 76 feet wide, and, with the galleries, will seat 1,200 persons. There is no basement, the lecture and Sunday-school rooms being in the rear portion of the building, each being about 90 feet long by 30 feet wide. All the pews on the ground floor have a curved form, so that the minister can everywhere be seen without the listener sitting in an uneasy posture.

MONT STE. MARIE (*Nuns' School*), is a fine stone building in a commanding situation. From the top of a flight of stone steps leading to the main entrance, a fine view of the Victoria Bridge, with part of the city and surrounding country, may be obtained. The building was originally erected for a Baptist College, but has more recently been used as the St. Patrick's hospital, and is now used as a ladies' boarding school under the direction of the Congregational Nuns.

DRUMMOND STREET.

VICTORIA SKATING RINK, a neat brick building with stone dressings, and roof of galvanized iron, having a frontage of 100 feet, and a depth of 250 feet, consisting of a large entrance hall, on each side of which there are dressing, hat and cloak rooms. These rooms communicate with the rink, which covers an area of 16,160 superficial feet, and is surrounded by a promenade 10 feet wide, with a raised recess on one side for the land. The ice is spanned by a semi-circular arch-like roof, 50 feet high, which, springing from the ground, is so constructed as to give an apparent lightness of effect, combined with great strength, the surrounding walls being merely a casing as it were for the space. The building, which bears

very much the appearance of an English railway station, is lighted at night by numerous gas jets, and is resorted to by the youth and beauty of our city, for whose use every convenience seems to have been provided.

GUY STREET.

THE GREY NUNNERY, or "General Hospital of Charitable Sisters," founded in 1692, is a fine and substantially built stone edifice, at the corner of Dorchester street. It formerly had its "home" on Foundling street—the present building having been but recently opened. This Institution is one of the most extensive and best organized charities in the city, being a foundling hospital as well as a refuge for the infirm.

HANOVER STREET.

NEW JERUSALEM CHURCH, corner of this and Dorchester street, is a small brick building, the windows and doors of which are faced with cut stone. Rev. E. Gould, pastor.

LAGAUCHETIERE STREET.

WESLEYAN CHURCH. A large stone building on the corner of this and Durham street. This is the furthest east of the Wesleyan churches in the city and is well attended.

COLLEGE OF PHYSICIANS AND SURGEONS (*French*), situated in this street, near St. Charles Borromée street, is a very unprepossessing building, surrounded by a common board fence. But albeit it has an unfavourable aspect, it has turned out some clever men from its halls.

THE CATHOLIC CONGREGATIONAL CHURCH, on the corner of Lagauchetiere and Chenneville streets, is a very plain looking edifice. The church was founded in 1833, as a United Presbyterian Church, but was rebuilt and enlarged in 1847. The former congregation of this church worship in the larger and much finer edifice on St. Catherine street, now called the Erskine Church.

ST. PATRICK'S CHURCH, (*R. C.*) stands on an elevated site at the corner of St. Alexander street, and is one of the most striking objects visible on approaching the city. This large and commanding building is in the Gothic style of architecture. The length is 240 feet, by 90 feet in breadth; the spire is 225 feet high. The interior is comfortably and handsomely fitted up, with room for over 5000 worshippers. Taken altogether, this is a splendid model of ecclesiastical architecture.

THE R. C. BISHOP'S PALACE AND CHURCH, at the corner of Cemetery street, form the western limit of Lagauchetière or Palace st.

M'CORD STREET.

ST. ANN'S CHAPEL, at the junction with Basin street, is a handsome stone building in the Gothic style of architecture, and will seat about 1,500 persons.

M'GILL STREET.

This will eventually be one of the finest thoroughfares in the city, on account of its great breadth and fine prospects at either extremity; having the Victoria Square and a distant glimpse of the mountain at one end, and a fine view of the river and the Victoria Bridge at the other. This street was formerly the boundary of the city proper; on the west, and beyond lie Griffintown and the St. Antoine Suburb. There are a number of very fine stores in this street.

THE ALBION HOTEL is one of the ornaments of this street, Decker & Co., proprietors.

THE DOMINION AND ALBERT BUILDINGS cannot fail to attract the attention of the visitor to Montreal.

NOTRE DAME STREET.

THE CITY STREET CARS run through the entire length of this street

DALHOUSIE SQUARE, at the head of this street, is occupied on the left as a cab stand, while on the right are a number of cut-stone dwelling houses, lately occupied as officers' quarters by the Royal Artillery and Engineers. The enclosure in front is very neatly fitted out with flowers, shrubs, &c., and a fountain in the centre.

GOVERNMENT GARDEN, was formerly a handsomely decorated plot of ground belonging to Government. It is reserved as the site for the new City Hall.

The rooms of the INSTITUT CANADIEN will repay a visit. The most valuable books in the Library were the magnificent gift of Prince Napoleon, who passed through Montreal some ten years ago.

JACQUES CARTIER NORMAL SCHOOL is a large building opposite the garden above mentioned. It is under the direction of R. C. Priests, and is well conducted. The offices of the Superintendent of Education for the Province of Quebec, were, until a few years ago, in the same building, which was once used as the Government House by the French governors.

JACQUES CARTIER SQUARE is a large open space extending from this street to the river. A magnificent view of the Victoria Bridge and St. Helen's Island is to be had from this square, which rises towards Notre Dame street with a considerable incline.

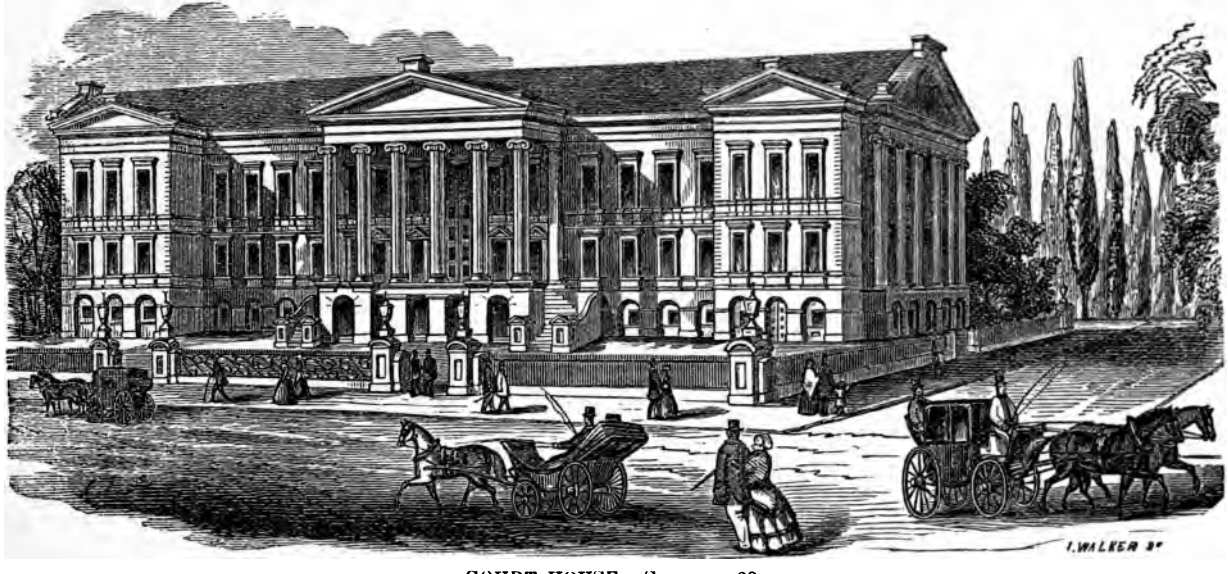
NELSON'S MONUMENT, situated at the head of the above square, is invariably visited by all strangers, and never fails to excite the deepest interest; on the pedestal are representations of three of the battles in which this gallant hero fought. This monument which for many years has been allowed to remain in a disgracefully ruinous condition is now being restored to its original beauty.

CHAMP DE MARS, or Military Parade Ground, is a fine gravelled space of 500 yards in length by 100 broad, and is bounded on one side by Craig street, and on the other by the Court House, the raised embankment in rear of which is well boarded, and a flight of steps leading to the parade ground and extending its entire length, furnishes a first rate *stand* for spectators.

COURT HOUSE. This is a large and stately pile of cut-stone buildings, in the Ionic style. The ground plan is 300 by 125 feet, and the height is 76 feet. The building contains large fire-proof vaults, fine Court-rooms for the Appeal, Circuit, Superior, Criminal, and Police Courts, and it also contains the offices of the Sheriff and Prothonotary, the Advocate's Room and Library, together with the different offices in connection with the several Courts. The whole building is heated with hot air, lighted with gas, and supplied with water and all other conveniences. At the end of the Court House, and in the small square leading to the Champ de Mars, is a small fountain, furnished with drinking cups.

BLACK NUNNERY, to reach which you must pass under an arch directly facing St. Lambert street. This is an educational establishment for French Canadian Girls, in which all the branches of a general education, needle-work, music, embroidery, &c., are taught, all being under the direction of the Black Nuns. A large and handsome church has lately been erected on the grounds of the Nunnery.

PLACE D'ARMES, or French Square, is occupied in the centre by a pleasant enclosure, surrounded by a handsome iron railing, with gates at each corner, surmounted by stones bearing the city arms. The garden is laid out with shrubs and flower beds, having a rather pretty fountain in the midst, around which are placed seats, constituting a pleasant lounge.



COURT HOUSE.—See page 28.

ONTARIO BANK. This building, on the west side of Place d'Armes, is in the pure Italian style of architecture, chaste and simple in its features, yet producing a handsome façade. It is four stories high, and built of Montreal stone. The frontage of the building is fifty feet, and the depth seventy feet; height over sixty-two feet; forming as a whole one of the finest buildings in the city.

CHURCH OF NOTRE DAME, generally, but improperly, called by British residents the "French Cathedral," is, in point of dimensions and area, the pride of Montreal. Its twin Gothic towers seen from afar off, bear no inconsiderable resemblance to that "Notre Dame" on the banks of the Seine. The corner stone of this edifice, which is built in the perpendicular Gothic style of the middle ages, was laid on the 3rd September, 1824, and it was opened for public worship in July, 1829. It was originally intended to make it much larger than it is at present, in fact to extend it down to St. Paul street, and to build it in the shape of a Maltese Cross, but for many reasons, the plan had to be resigned in favour of the present building, the length of which is 255 feet 6 inches, and its breadth 144 feet 6 inches. The height of the towers is 220 feet. The great window at the high altar, which is filled with beautifully stained glass, is 64 feet high and 32 feet wide. The church is capable of accommodating over seven thousand persons. In the north-east tower is a fine chime of bells, and in the north-west tower is placed the largest bell in America, cast expressly for this church, and weighing 29,400 lbs.; its sound is very remarkable. This tower is open to the public for a small fee; from the top a splendid view of the River St. Lawrence, the island of Montreal, St. Helen's island, Victoria Bridge, and the surrounding country, is presented.

SEMINARY OF ST. SULPICE, in connection with the Parish Church, is one of the most ancient buildings in the city. There is a public clock in the front of the building, equally celebrated for its antiquity. Nearly opposite the seminary are the Rooms of the Cercle Littéraire.

OTTAWA STREET.

WESLEYAN METHODIST CHURCH is a neat stone building, services in which are, for this part of the city, well attended.

NEW CITY GAS COMPANY'S WORKS, corner of this and Ann street, are well worthy a visit, the works being very extensive. The Company have recently erected a new meter-house, in which has been placed a new meter capable of measuring many million feet of gas. It was manufactured at the celebrated works of Thos. Glover, manufacturer, of London, England.

POINT ST. CHARLES.

WESLEYAN CHURCH. The style adopted is early English, and the materials used in the superstructure are red, white, and black bricks, with Ohio rubbed sandstone, water tables, string courses, and dressings to openings, with tesselated tile sands. A central doorway leads to the main hall, which communicates with the school-room and with the body of the church, by steps ascending right and left. The tower is surmounted by a spire covered with tin. The roof is framed with open timbers, stained and varnished.

ST. MATTHEW'S CHURCH is a neat brick building, used by the Presbyterians in connection with the Church of Scotland.

GRACE CHURCH (C. of E), a neat and convenient building, was consecrated in October 1872. The Rev. J. Belcher, minister.

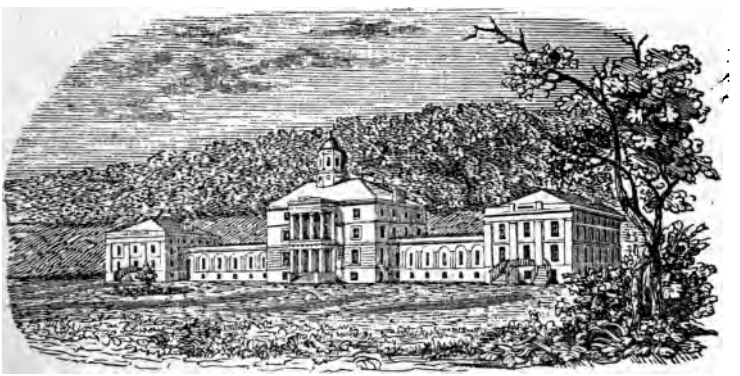
SHERBROOKE STREET.

BON PASTEUR NUNNERY, a large stone building, devoted to the care and shelter of the aged and infirm of the R. C. persuasion is situated near the junction of Sherbrooke and St. Constant streets. This institution, like most others of the same class in the city, has a chapel attached to it.

WESLEYAN CHURCH, at the corner of St. Charles Borromee street, is a handsome edifice in the English Gothic style, with a tower and spire rising from the front to the height of 120 feet. The roof is covered with different colored slates. The interior has an arched roof, grained oak. There are no galleries except at the end. The pews are curved, which adds much to their beauty, and is a great convenience, since by it the congregation in every part face the preacher. Behind the pulpit there is an organ gallery, in a recess, with a neat pointed arch and columns in front, and underneath this gallery is the vestry. The church has three entrances in front, and one in the rear, and a lofty basement extends under the whole edifice, forming school, class, and lecture rooms, vestry, &c.

MCGILL COLLEGE is beautifully situated at the base of the mountain, and immediately in front of the Reservoir. This establishment owes its origin to the liberality of the late Hon. James McGill, who bequeathed the estate of Burnside and £10,000 for its endowment. Besides lecture, class, and other rooms, it contains residences for its professors. A new wing has lately been erected by William Molson, Esq., to be called the

"Molson Wing." Its different schools of medicine, law, arts, &c., bear a very high reputation. Principal J. W. Dawson, Esq., LL.D., F.G.S., &c.



McGILL COLLEGE.

MAGNETIC OBSERVATORY. A cut stone octagonal building, with a low tower, surmounted by a dome, for the accommodation of Dr. Smallwood's valuable collection of astronomical and other apparatus; it is attached to and situated on the grounds of the McGill College.

R. C. THEOLOGICAL COLLEGE is erected on the ground belonging to the seminary of St. Sulpice, commonly called the "Priests' Farm," abutting on the line of this street, from where a good view of the building can be obtained. It is an extensive and imposing structure, in the Italian style. The plan forms three sides of a quadrangle, having the wings advancing. The building is capable of accommodating a very large number of boarders, and contains a chapel 100 by 40, with a library above it. Rev. C. J. Delavigne, Director.

ST. ANTOINE STREET.

Passes west from Craig street into the suburbs, and the farther it goes the more is taste displayed in the buildings, it being inhabited by many of the wealthier classes. At the west end it comes very close to a precipitous rock which rises up between it and Dorchester street. There are gardens laid out with terraced walks here and there. The sidewalks are shaded by rows of trees which give a cool and refreshing shelter from the heat of the sun's rays. The city cars run through the entire length of this street

RICHMOND SQUARE, at the upper end of this street, is a very neat square, occupying a large space at both sides of the street. The grounds are very nicely laid out, with a fountain in the centre of each square.

ST. BONAVENTURE STREET.

COLONIAL CHURCH AND SCHOOL SOCIETY MODEL SCHOOL. A large brick building entered through an iron gate directly opposite Little St. Antoine street. This is one of the best common schools in the Province, and is conducted on Episcopalian principles.

GRAND TRUNK RAILWAY DEPOT, better known as the "Bonaventure Street Station," is a large building built of brick in the usual "Depot" style, containing ticket and other offices. All trains leaving the city start from this depot.

ST. CATHERINE STREET.

THE CITY CARS run on this street from Bleury street westward to the city limits.

ASILE DE LA PROVIDENCE, an institution conducted by the nuns, devoted to the care of the aged and infirm.

ST. JAMES' SCHOOL (R. C.), a large stone building on the corner of this street and St. Denis street, 120 feet long, and 35 feet deep, three stories high, with a pitched roof, is under the control of the clergy of St. James' Church, and has accommodation for about 600 boys.

SALLE D'ASILE, a Roman Catholic school for the education of the blind, a large brick building, inside a wire fence. It is conducted by nuns.

FIRE STATION, No. 5, is a brick building in the style of all our smaller fire stations, and, like them, it communicates with the Fire Alarm Telegraph. The only Steam Fire Engine possessed by the city is stationed there.

PHILLIPS' SQUARE is a small plot of ground laid out in the usual stereotyped style obtaining in this city. It contains some fine trees, affording a grateful shade from the summer sun; and as a Band of Music is engaged to play there on two evenings in each week during the season, the square is by no means without attraction for the visitor.

CHRIST CHURCH CATHEDRAL (C. of E.) at the corner of University street, is a beautiful edifice in the mediæval Gothic style. The plan is cruciform, and is indeed a model of ecclesiastical architecture. The tower and spire—the latter of which is well proportioned and springs gracefully from the former—are at the intersection of the four arms of the cross, and measure 224 feet in height. The church is built of Caen

CHURCH OF ST. JAMES THE APOSTLE.—See Pae 37.

stone and Montreal limestone. Length of the building inside, 187 feet, width of nave 70 feet; transept, including tower, 99 feet. The upper stage of the tower contains a peal of bells, and the clocks are placed immediately above the corbel-table. The windows are good and copied from the best mediæval English churches. The front entrance is beautifully designed—in fact the building is unequalled on this continent.

EXHIBITION BUILDING, or CRYSTAL PALACE, was originally erected for the reception of the Prince of Wales, and since 1860 has been used for various purposes.

ERSKINE CHURCH (*Canada Presbyterian*). Style, English Gothic. The building is 134 feet by 82 over projections, 90 feet from ground to apex of roof, 50 feet height inside. Tower 120 feet high, with spire 185 feet. Sitting accommodation is afforded to 1,200 people. Pastor, Rev. Dr. Taylor; assistant, Rev. Mr. Gibson.

PROTESTANT ORPHAN ASYLUM, is a neat stone building, and one of the most useful as well as the best conducted institutions in the city, and is sustained by the benevolence of private individuals.

CHURCH OF ST. JAMES THE APOSTLE (C. of E.), is the Protestant church furthest west in the city. Its appearence outside is very fine, being built of Montreal stone, in a simple and chaste Gothic style of architecture. The length is 115, the width 45 feet, and the height from floor to apex of roof 60 feet. It has no ceiling, but the roof presents a variety of stained wood, its elegant arches resting on corbels of dark Montreal and white Ohio stones, which mingle together in striking contrast. At the end of the church stands a memorial window to Prince Albert; besides this there are five stained glass memorial windows. A handsome tower and spire have been added to this church, as a memorial from Mr. and Mrs. Charles Phillips to a deceased brother. The tower is distinct from the main building, and has a connecting corridor, through which is the principal entrance to the church on the west side. In the lower story of the tower there are three stained glass windows, one as a memorial, the other two containing the armorial bearings of Mr. and Mrs. Phillips. In the third and upper story are to be placed a clock and a peal of bells. The spire is constructed of wood and galvanized iron, finished with a handsome vane. The total height from the ground to the top of the vane 130 feet.

ST. CONSTANT STREET.

JEWISH SYNAGOGUE. The first regularly built synagogue in British North America which has been erected for the Jews of the Polish, German, and English ritual, and one of the handsomest buildings of the kind on this continent. It is built in the Grecian style of architecture, and both in its exterior and interior finish a perfect gem of architectural beauty.

ST. DENIS STREET.

VIGER SQUARE GARDEN is the finest and most extensive in the city, neither pains nor expense having been spared to render it an attractive spot. Four basins with fountains have been constructed ; has also as a very handsome, though small, hot house. A very desirable improvement, in the way of a drinking fountain, has been added to the many other progressive features of this garden. The band of one of the volunteer regiments plays here for a couple of hours, once a week, sometimes oftener, during the summer months.

TRINITY CHURCH (C. of E.) This magnificent edifice is in the early English style of Gothic architecture, and built of Montreal stone, the body of the work being natural face coarsed ashlar. The weatherings, quoins, &c., are finely dressed ; the roof is covered with slate; the spire is wood, covered with galvanized iron, and, together with the tower, rises to the height of 200 feet. The lower part of the tower forms the principal entrance porch, and there are in addition two side entrances, giving access as well to the galleries and basement. The length of the church inside is 114 feet, the width 65 feet. The chancel, which is in the form of an apex, is 36 feet by 23 inside. The nave is 40 feet wide, and has a grained ceiling rising to a height of 52 feet. The side aisles in which there are galleries, are 12 feet 6 inches wide, and have pannelled plaster ceilings, with the roof timbers exposed. The body of the church is lighted by 12 windows, each terminating in traced heads, and clerestory windows formed in the roof. The church is said to afford accommodation for over 4,000 persons. Under the church si a capacious basement, 14 feet high, well lighted, and having three distinct entrances. It contains a lecture room 100 feet long by 64 feet wide, library, vestry, and all the necessary accommodation for schools, &c.

ST. JAMES' CHURCH (R. C.) This handsome building is erected upon the ruins of the one destroyed by the great fire of 1852, known as the Bishop's Church, which was of the Roman-Ionic style, but altered in form and extended in length, is now built after the most admired specimens of the early pointed style, chiefly drawn from existing examples of the thirteenth century ; it is a fine example of what is sometimes called Christian architecture. The windows are of stained glass.

DEAF AND DUMB INSTITUTION. This is a fine large stone building, above Sherbrooke street, devoted, as its name infers, to the education of the deaf and dumb. It is open to visitors, and is conducted by nuns.

ST. DOMINIQUE STREET.

GERMAN CHURCH. This is a neat, though small, edifice, opposite the St. Lawrence Market, used by our German Protestant fellow citizens.

ST. FRANCOIS XAVIER STREET.

Is remarkable only as being the "Wall Street" of Montreal, chiefly famous, of course, as being the resort of brokers, money-changers, lenders, &c., &c.

ST. GABRIEL STREET.

CANADA HOTEL. A large, convenient, second-class house, very well conducted, and much frequented.

NEW CITY GAS WORKS. The office of these works is situated in this street, at the corner of St. James.

ST. GABRIEL CHURCH (C. of S.), is a plain stone building, and will seat about 800. This is one of the oldest Scotch churches in the city, and is under the pastoral guidance of the Rev. Mr. Campbell.

MUSEUM OF THE GEOLOGICAL SURVEY is a large building facing the end of the Champ de Mars. The museum contains samples of stones, coals, fossils, and all the other materials that contribute to form a geological museum, and is under the direction of the celebrated geologists, Sir William E. Logan and Dr. T. Sterry Hunt. The museum is really well worthy a visit.

ST. JAMES STREET.

May be called the Bond street or Broadway of Montreal, its spacious breadth and numerous fine buildings entitle it to the first rank among our city thoroughfares. It is perhaps seen to more advantage from the corner of McGill street, whence the fore-shortened line of uniform and lofty stone buildings, terminating in the perspective of the portico of the Bank of Montreal, and the more ornate erections in its vicinity, have a very fine effect. The buildings most worthy of note are the:

CITY BANK, a handsome cut stone building, in the Grecian style of architecture.

BANK OF MONTREAL, opposite the Place d'Armes, an elegant cut stone edifice, with six massive ornamental columns; is one of the finest examples of Corinthian architecture to be found on the Continent of America.

LIVERPOOL AND LONDON INSURANCE CO.'S BUILDING, is an elaborate pile of stone, containing the offices of the Company, and the City and District Savings Bank.

POST OFFICE, a handsome building, and in the very heart of the (business) city. The dimensions are a front of fifty-four feet on St. James street, and one hundred feet on St. François Xavier street, with a height of fifty-seven feet. It is designed in the Italian style. It has

three stories and an attic, all of which are heated in winter by a hot-air apparatus placed in the basement. The great hall is seventy feet long, fifty feet wide, and sixteen feet high, with a fine pannelled ceiling, supported by six hollow iron pillars, which are used for conveying the heated air to the upper stories. The demands of the ever-increasing trade of the city having quite outgrown the accommodation provided in this building, a new Post Office is being erected on the opposite side of the street, on the site of the old Banque du Peuple.

ST. LAWRENCE HALL (Hotel), a fine cut stone building, well finished without as well as within. This well-known house is regarded as the most popular and fashionable hotel in the Dominion, and has been under the charge of its present proprietor, Mr. Hogan, for upwards of ten years. The Building has over 325 apartments, a large number of which were occupied by the suite of H. R. H. the Prince of Wales on the occasion of his visit in 1860. The proprietor having recently purchased the St. Lawrence Hall property intends shortly to rebuild the Hotel, on the most approved modern principles.

BANK OF BRITISH NORTH AMERICA, is a fine cut stone building, in the composite style of architecture.

STANDARD LIFE ASSURANCE COMPANY'S BUILDING, is a striking pile of handsomely finished cut stone buildings, occupied by the Company's office and the ground floor by the Banque Jacques-Cartier.

PRINTING HOUSE, formerly the "Home" of the "Montreal Gazette," one of the oldest buildings in the street, but which has lately had a new shop front put in, and been otherwise renovated, making it one of the handsomest stores in the city. The shop is occupied by Mr. Alex. McGibbon, grocer, and is called the "Italian Warehouse"; the other part of the building is occupied as offices.

WESLEYAN CHURCH is an elegant edifice in the florid Gothic style of architecture of the 14th century. Its size is 111 by 73 feet, and it will seat about 2,300 with comfort. The arrangement of the interior is unique and beautiful; the pulpit especially calls for notice, being a fine specimen of the carved Gothic style. This church contains one of the finest organs in the city, the supply of wind for which is worked up by water power.

MOLSONS BANK. This building was carried out under the able and experienced supervision of George and John Jas. Browne, Esqs., Architects, whose design was unanimously adopted after a competition. The structure has three frontages or façades, faced with Ohio sandstone. The shafts of the Doric columns of the portico (ground floor,) and those of the Corinthian columns forming the centre of the second story on the Great St. James street front, are of polished Peterhead granite,

POST OFFICE.—See page 36.

the red tint of which has a fine effect. The principal entrance to the bank is in the centre of the ground floor of this front, and the private entrance in the east or court façade, entered from the same street. The third front, in St. Peter street, has a separate and independent entrance to commodious chambers which occupy the first and second floors, and are to be leased to public companies as offices. The street façades possess, not only from their extent, but from their architectural treatment, a bold and imposing character, and display in their composition, appropriateness and simplicity, the general forms conducing to unity and expression of purpose. They are also remarkable for the boldness of their projections, and interesting as showing the tendency at the present moment to the use of a much larger amount of carving for external decoration than has hitherto been employed. The substructure of the principal façade on Great St. James street is a stylobate of massive vermiculated rustic, from which rise broad pilasters or rusticated piers on either side of the central projection or portico which extends to the street line, the whole including one tier of openings, and surmounted by a regular Doric entablature. Of the five compartments into which the ground floor of this façade is divided the central one is somewhat wider then the rest, and displays a handsome entrance doorway of large proportions and deeply recessed, approached by a flight of steps externally. The windows have semi-circular heads, radiating rustics, moulded jambs, carved imposts and masks on the key stones. The doors are constructed of plate iron with oak framings, cast iron mouldings, with ornaments and medallions bolted thereon, and finished to imitate bronze. The sashes to the ground floor throughout are of Spanish mahogany, varnished and polished, and glazed with single sheets of plate glass. The shutters are of plate iron, in two parts, balanced and adjusted so that when the upper half ascends the lower one descends into grooves constructed in the wall to receive them, and *vice versa*, when the upper part descends, the lower one ascends, and both meet in a groove in the centre of the height of each window, where they become locked. An entablature, marking the separation of the second story from the third or attic story, and projecting forward in the centre of the building over the four Corinthian columns, is enriched with modillions and dentils to correspond in richness and effect with the capitals of the columns. The upper part of the building is terminated with an attic cornice, breaking forward with the centre of the building, which corresponds in width with the portico on the ground floor. Thus the effect of a centre, indicated by the projecting portico on the ground floor, is maintained throughout the whole height of the building, and being surmounted by a sculptured group, forms the most prominent feature in the composition. Another noticeable feature in this building is the stacks of chimneys carried up above the attic cornice, which are executed in rubbed sandstone, and are of an ornamental character.

MECHANICS INSTITUTE. This handsome structure at the corner of St. Peter street, has a frontage of 64 feet on Great St. James, by 100 feet on St. Peter street. It is designed in the Italian style, and forms one of the achitectural ornaments of Montreal. The ground floor contains two large and handsome shops, the next contains a corridor, reading room, library, president's, committee and class rooms. From the corridor on this flat three staircases lead to the third story, which forms a very handsome concert or lecture hall, which is tastefully fitted up, has a good sized platform at one end, is well lighted by gas and can seat over 1,000 persons. S. M. Sansum, Superintendent.

OTTAWA HOTEL, a fine stone building close to McGill street, and contiguous to all the public resorts, is one of the oldest hotels in Canada, enjoys a good reputation, and we believe, deservedly. C. S. Browne, Manager.

VICTORIA SQUARE, at the foot of this street, is a very fine enclosure, being well fenced in and planted with flowers and shrubs, the walks and beds being in excellent order; n the centre is a large stone basin containing several jets of water.

THE ST. JAMES HOTEL, long known as the Bonaventure Building, is situated at the south-west side of the above square, and being a peculiar combination of brick and stone, arrests the attention of most persons. It has a frontage of 50 feet on the west side, 90 feet on the south-east, and 60 feet on St. Bonaventnre street, making a total frontage of 210 feet, with nine different entrances. It is 80 feet high, consisting of five stories, having an iron railing around the roof, from which a magnificent view of the whole city and surrounding country is presented. There is a large clock in the main front of the building, the public benefit of which is duly appreciated by the community at large. It is well fitted up, and its management gives general satisfaction. Hogan & Co., proprietors.

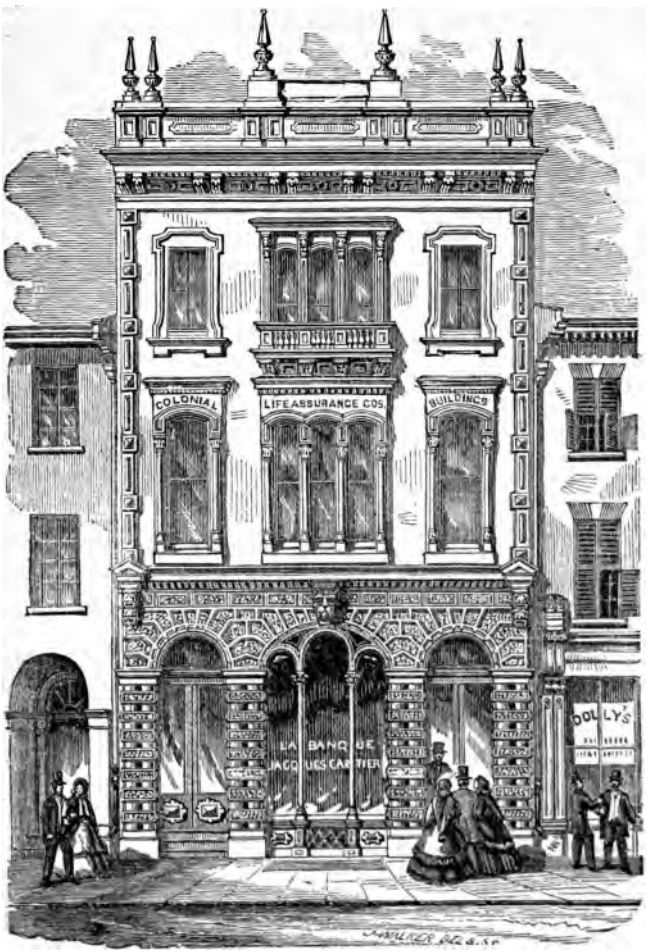
ST. JOSEPH STREET.

THE CITY CARS run nearly the entire length of this street.

DOW'S BREWERY. A large building on the corner of this and Colborne streets. Is the most extensive brewery in the country, and its celebrated manufactures are well known throughout Canada.

PRESBYTERIAN CHURCH, at the corner of Seigneurs street, is a very neat brick building, and adapted to seat about 500 persons.

WESLEYAN CHURCH, opposite the last mentioned, is a neat and commodious stone building. It was opened for worship in the year 1870.



STANDARD LIFE ASSURANCE COMPANY'S BUILDING.

See page 40.

CANTIN'S SHIP-YARD. One of the most celebrated yards in the Province. Is worthy a visit.

THE WESTERN ROYAL SCHOOL, situated on St. Joseph, between Workman and Delisle streets, was opened by Prince Arthur, in February, 1870. It is a substantial, handsome, three-story brick building, with abundant room for heating, ventilation, and everything to secure the comfort and health of the scholars. It is attended by from 500 to 600 children. Principal of boys' department, Mr. Laing, of girls' department, Miss Bothwell.

ST. LAWRENCE MAIN STREET.

This is the main avenue leading to the Mountain and Mount Royal Cemetery, and is the principal business street in the St. Lawrence suburb. There are a large number of fine buildings, principally dry goods houses, with, at the upper end, many private residences. The City Horse Railway cars traverse this street as high up as the toll-gate.

ST. MARY STREET.

THE CITY CARS run the entire length of this street.

CITY PASSENGER R. R. Co. The chief stables and station of this company are situated below the toll-gate, and are well worthy a visit. The station is adapted for an innumerable number of cars, and the stables are capable of accommodating about 130 horses. There is also a machine shop and an office with dwelling for superintendent and foreman. The company have a number of other stables on the different branches of their track. From opposite this station the Current St. Mary commences to be very troublesome to vessels coming up the river, at times four steam tugs being necessary to tow a vessel to the wharves.

THE JAIL is a substantial stone building, surrounded by a high stone wall. It is comparatively a new edifice, and cost over $120,000. Parties wishing to see the interior can do so by obtaining an order from the Sheriff to that effect.

MOLSON'S BREWERY AND DISTILLERY is one of the institutions of Montreal, and one of the most extensive establishments of the kind in the Province.

PAPINEAU SQUARE, formerly a large piece of uneven ground without the slightest attraction, has of late years been considerably improved in appearance.

PAPINEAU MARKET, a large brick building fitted up in the same style as most of the other markets, with divisions for fowl, fish, flesh, &c. It is situated in Papineau Square.

MOLSON'S COLLEGE is a large quadrangular brick building, originally built with the intention of becoming a first class college for both sexes, and to bear the name of its founder, the late T. Molson, Esq.; this scheme not succeeding, the building was leased to Government as a barrack. It is now vacant.

ST. THOMAS CHURCH (C. of E.) This church was built by the late T. Molson., Esq., at his sole expense. It is a neat brick building, having a tower with a clock in the centre. Incumbent, Rev. Mr. McLeod.

ST. MONIQUE STREET.

At the head of this street near the Crystal Palace is the establishment of Dr. Macbean—a brick building with no pretentions to outward appearances, but within which the Tourist as well as the Invalid may enjoy, "The Modern Turkish or Roman Bath" in the luxury of every convenience. The principle of this Bath is so well known as to require no enunciation here, we content ourselves with advising all our readers to test for themselves the enjoyment, to be derived from it, by paying a visit to this establishment where we can promise them every attention at the hands of its skilful and courteous proprietor. Full particulars as to Bathing hours will be found on the inside of front cover.

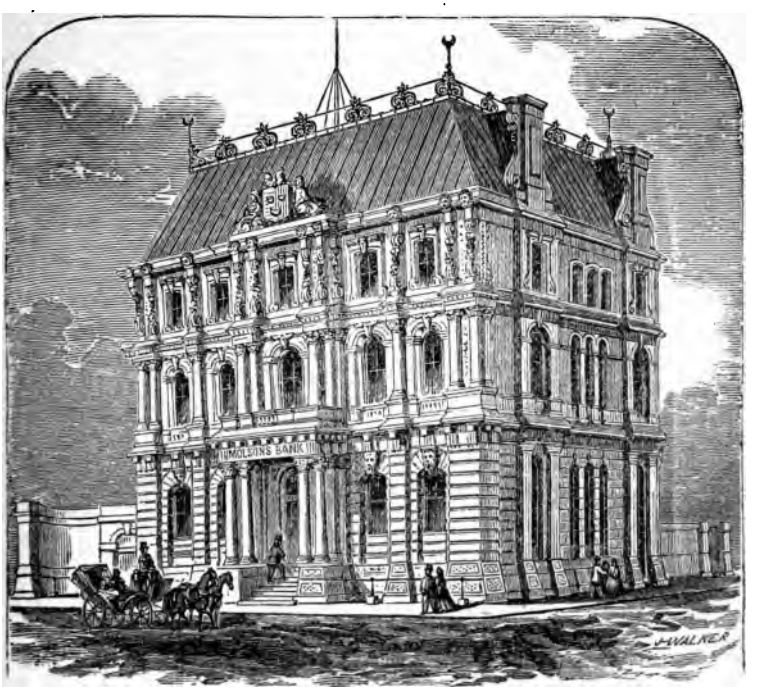
ST. NICHOLAS STREET.

LOVELL'S PRINTING OFFICE. The most extensive printing establishment in the Province. The presses are all worked by steam. The building is heated by steam, and furnished with every convenience which skill has devised. When we say that it is from this house the celebrated Canada Directories of 1857 and 1871, and also the first-class Canadian series of School books now so generally used throughout the country are issued, we need not further praise the energy or public spiritedness of the proprietor Mr. John Lovell, who is at all times willing to allow parties to visit the premises.

ST. PAUL STREET.

Is the principal *Wholesale* business street in the city, and contains in various portions of it numerous lofty and elegant warehouses, to which additions are constantly being made. It being impossible in our limited space to particularize, we shall direct the visitor's attention merely to the *Public* buildings.

BONSECOURS CHURCH (R. C.) The oldest in the city, having been erected in 1658; it was burnt 1764, but was rebuilt in 1771. It contains a good organ, and will seat about 2,000 persons; there is a building used as a school connected with the church.



MOLSON'S BANK.—See page 40.

BONSECOURS MARKET. A magnificent pile of stone, in the Doric style of architecture; has a front of three stories on Commissioners street; cost about $300,000, and is equal to any building of the kind in America. It consists of a large butchers' market, extending almost the whole length of the building, over which is a fine concert hall, the council room, and the various offices of the Corporation, including that of the fire-alarm telegraph, the wires of which may be seen converging to a circular frame on the roof, from all parts of the town. Beneath the butchers' market is a large basement devoted to pork, cheese, vegetables, and fish, for the latter of which a separate portion has been allotted and fitted up in the best style with marble slabs, fountains, drains, and thorough ventilation. Bonsecours Market presents a lively scene on market days, when the farmers congregate; the stranger is amused by the quaintness of their costumes, and the abundance of gestures they exhibit, as they press their wares upon the customers.

ST. SACRAMENT STREET.

MERCHANT'S EXCHANGE. This fine building the "Rialto" of Montreal, is situated in this, one of the narrowest streets of the city, and is consequently seen to great disadvantage. The premises cover an area of somewhat less than half an acre, which comprises an open court used as an entrance to the Exchange and other offices. The building contains a reading room, the Board room and offices of the Board of Trade, and many other public and private offices of a commercial nature.

CORN EXCHANGE—facing this street and extending from St. John to St. Alexis streets—is a large brick and stone building, admirably adapted both in dimensions and architecture to the purpose for which it was built.

MONTREAL TELEGRAPH COMPANY'S OFFICE, a substantial looking stone building, like its opposite neighbour, the Merchant's Exchange, is subject to the disadvantage of being in a very narrow street. It however presents a very good appearance.

UNIVERSITY STREET.

MUSEUM OF THE NATURAL HISTORY SOCIETY, is a pretty large brick building in view of the English Cathedral. The managers have got together a very large and good collection, particularly of the Canadian species. This institution is well worthy a visit.

VISITATION STREET.

ST. PETER'S CHURCH (R. C.), is a very handsome cut-stone building in the style of the 13th century, and will accommodate over 3,000 persons. A handsome cut-stone building is attached to it, being the residence of the clergy in connection with this church.

WILLIAM STREET.

G. T. R. CARTAGE Co's STABLE. This is a very large brick building, erected by Shedden & Co., for the accommodation of their own horses, and is about the largest building of the description in Montreal. It is ventilated by means of eight shafts running through the roof.

ST. MARK'S CHURCH (C. of S.) corner of this and Dalhousie streets, is a neat, commodious edifice, fitted up to accommodate about 350 attendants. Rev. Mr. Black, pastor.

VICTORIA BRIDGE, MONTREAL.—THE LONGEST BRIDGE IN THE WORLD.

PUBLIC WORKS, ETC.

THE LACHINE CANAL, which extends for 8½ miles, from the Harbour of Montreal to Lachine, has kept pace with the general progress of the city; a large new dock has just been built outside the lock at Windmill Point; a large new dry-dock has also recently been completed by Mr. Cantin, the capacity of which is sufficient to take in any vessel navigating the canals. Mills, foundries, and in fact all manufactories requiring water power are rapidly springing up on its banks.

NEW CITY GAS WORKS were incorporated in July, 1847. Its capital is $300,000. Building, corner of Ottawa and Dalhousie streets.

WATER WORKS. The water is taken from the St. Lawrence about one and a-half mile from the Lachine Rapids, where the elevation of the river surface is about 37 feet above the Harbour of Montreal. The Wheel-house at the termination of the aqueduct is worthy of notice. The water is admitted to and discharged from this building through submerged archways under covered frost proof passages, extending above and below the building. There are two iron wheels, twenty feet in diameter, and twenty feet broad. These wheels are upon the suspension principle "high breast" or "pitch back," with ventilated buckets. The reservoirs are excavated out of the solid rock, and have a water surface of over ninety thousand square feet, 206 feet above the harbour, with a depth of 25 feet. The length is 623 feet, with a breadth of 173 feet, formed into two reservoirs by a division wall. The two contain about fifteen million gallons. Total cost of aqueduct, machinery, pumping-main, and reservoirs, about $1,800,000.

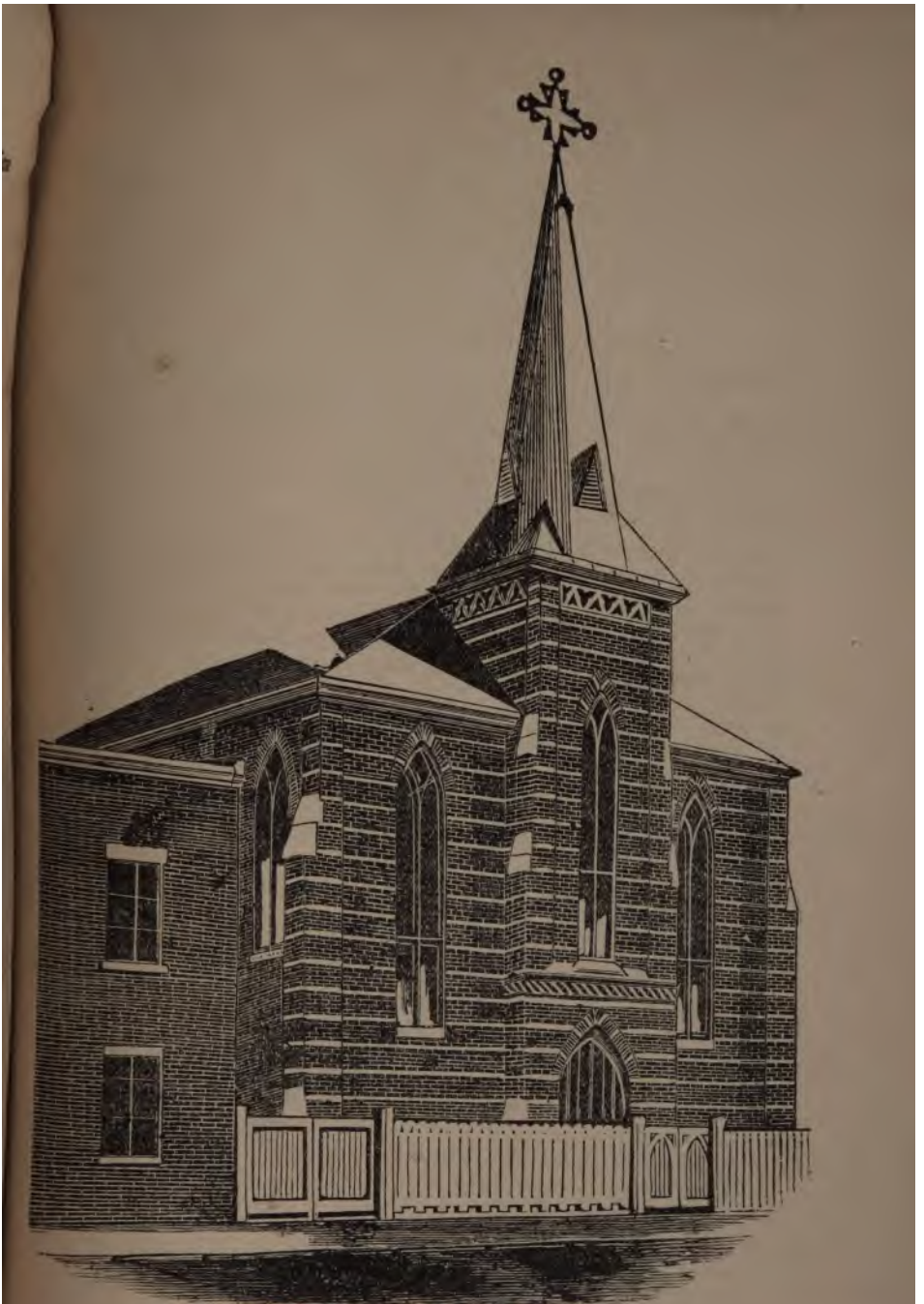
FIRE ALARM TELEGRAPH was recently erected, and has proved a thorough success. The chief office is in the City Hall, from which it has connections with 60 boxes, the church bells, several public clocks, the Observatory and Water Works, near McGill College.

VICTORIA BRIDGE. This gigantic structure, which was inaugurated by H. R. H. the Prince of Wales, in August, 1860, spans the St. Lawrence at Point St. Charles, the terminus of the Grand Trunk Railway. It is one of the most stupendous and massive structures of modern times. It is tubular, consisting of 23 spans of 242 feet each, with the exception of the one in the centre, under which the steamboats pass, it being 330 feet wide. The dimensions of the tubes are 19 feet high at the extreme end, rising to 22 feet in the centre tube, by 16 feet wide.

The Bridge is approached at each end by a causeway terminating in abutments of solid masonry. The southern causeway is 240 feet long, and the northern 1,400; the width of each being 90 feet. The total length of the bridge is 2 miles, less 50 yards,—250,000 tons of stone and 8,000 tons of iron were used in its construction. The total cost was $7,000,000. By this bridge two extensive and populous sections of country are united, thus adding to their social, agricultural, and commercial development.

THE EMIGRANTS' BURIAL GROUND is a large square enclosure at Point St. Charles, in view of the bridge; it is planted with trees, having a large boulder in its centre, placed on a cut stone base, and bearing an appropriate inscription to the memory of the emigrants that perished of ship fever in 1847.

GRAND TRUNK RAILWAY. The chief offices of this Corporation are situated at Point St. Charles, and are very extensive, consisting of machine shops, engine rooms, freight and car sheds, with all other accessories. A fine view may be had from the small bridge which leads to the chief offices; the Mountain, the Victoria Bridge, the River, &c., are all seen to great advantage from this position.



FRENCH MISSION CHURCH—See page 19

Drives, etc., in and around the City.

ROUND THE MOUNTAIN. This is considered the favourite drive. The distance round is nearly nine miles. The general route is up the St. Lawrence Main Street, off to the left, and gradually up the Mountain side. Arriving at a branch road which leads to the Mount Royal Cemetery, we take the road to the right and continue our course till we arrive at Cote des Neiges, which pretty little village lies nestled in the bosom of the mountain, and sheltered by its branching arms from North and East. Leaving the village we drive on up the grade and gradually reach the summit, at which a toll-gate is placed. Here we are quite shut in on all sides, but as our vehicle turns the curve, we cannot refrain from indulging in many exclamations of admiration. There, almost at our feet, lies the city, with its spires, its houses, its streets. There also is Canada's pride, the Victoria Bridge, the Nun's Island in its glorious verdancy, the glittering river, with many gallant vessels, which after battling the breeze, now lie quietly at the wharf, either loading or discharging their cargoes. There also is St. Helen's Island, and behind it the spires of the church in Longueuil village. The base of the mountain almost all around is adorned with many elegant villas, the palatial summer residences of our merchant princes. The choicest orchards of Lower Canada are also situated around it, the fruit being of the most delicious flavour and great luxuriance of yield. Taken as a whole, this is one of the most pleasant drives in Canada.

MOUNT ROYAL CEMETERY is one of those places of interest which travellers should never neglect to visit. It is a very pleasant drive of about two miles from the city on the mountain road. The cemetery lies in a very picturesque position in the valley between the two mountains. Lofty, wide, and imposing entrance gates, first meet the view; inside these gates, on the right, is a handsome and substantial residence for the superintendent; on the left a small but pretty church. The lofty pointed pinnacles of the entrance gates, the high pitched roofs of the house and church, with the bell turret and gabled windows are in perfect keeping with the surrounding scenery and the luxuriant foliage of the trees. The "Molson" vaults and monuments are the handsomest as well as the largest on this continent, and will well repay the time and small expense necessary to enjoy a drive through the extensive and well laid out grounds.

LACHINE ROAD. This is a very pleasant drive, going out by St. Joseph street to the toll-gate, passing which we are on what is called the Upper Lachine road. At each side of us are the farms of our market gardeners and others. A road leading from this takes us to Cote St. Paul, where there are a number of factories and a very pretty church called

THE UNION CHURCH. This, one of the prettiest little churches on the island, was erected some years ago on a commanding site facing the locks of the Lachine Canal, in the Gothic style of architecture, constructed of red, white, and black bricks, ornamented tesselated tile sands, &c. The main entrance is in the tower, which forms the north-west corner of the building, and is surmounted by a spire.

We leave Cote St. Paul and pass through the small villages of the Tanneries, Blue Bonnets, &c., and arrive at Lachine, a village once well known, it being the residence of the late Sir George Simpson, the Governor of the Hudson's Bay Company, and also the point from whence all orders were dispatched to the many posts of the Company throughout their vast territory. Returning to town we take the Lower road, which is directly along the bank of the river, presenting scenery of unsurpassed beauty and grandeur; we see the Lachine Rapids boiling, foaming and dashing in their wild fury from rock to rock, from crevice to crevice. If the proper hour be selected for this truly delightful drive, a view may be had of the descent of the steamer through the rapids.

LONGUE POINTE ROAD. This is another favourite drive along the river side, down St. Mary street, through the toll-gate to the village of Hochelaga, once the quarters of a portion of the garrison, and in which are two pretty little rural churches, one Protestant, the other Roman Catholic; continuing down this road we arrive at a large commanding-looking building, the Convent of the Holy Name of Mary. Passing on a few miles further we arrive at *Longue Pointe.*

BACK RIVER ROAD is another drive. It leads to Monklands (the Maria Villa Convent,) which was formerly the residence of the Governor General. There is a very handsome church in connection with this convent. This road also leads to Isle Jesus, and many other pretty villages.

LACHINE RAPIDS are situated opposite the Nun's Island, and nearly half-way between the city and the village of Lachine. The tourist should take the cars for Lachine, starting from the Bonaventure street station at 7 o'clock A. M., and take the steamboat at Lachine to descend the rapids. Running a rapid is at all times an exciting event whether it be done in a birch bark canoe on a small river, or in a steamer on the mighty St. Lawrence. When the steamer approaches the rapid, a pilot

skillful, experienced, and specially chosen for the purpose, takes charge of the wheel, extra hands stand by to assist, while others go aft to the tiller, to be ready to stear the vessel by its means should the wheel tackle by any accident give way; the captain takes his place by the wheelhouse, ready with his bell to communicate with the engineer; the vessel plunges into the broken and raging waters, she heaves and falls, rolls from side to side, and labours as if she were in a heavy sea, the engine is eased, and the steamer is carried forward with frightful rapidity. Sometimes she appears to be rushing headlong on to some frightful rock that shows its bleak head above the white foam of the breakers; in the next instant she has shot by it and is making a contrary course, and so she threads her way through the crooked channel these mad waters are rushing down. A few moments suffice for this, and the smooth green waters are reached again, then all breathe freely, for none but old and experienced pilots can run the great Rapids of Lachine but with bated breath. A slight Rapid called Norma Rapid is then passed through, and after shooting under that great monument of engineering skill, the Victoria Bridge, and past the Canal Basin, the steamer lands her passengers at one of the wharves at about 9 o'clock, just in time and with a good appetite for breakfast.

ST. HELEN'S ISLAND, which, were it not for the white tents seen among the trees, no one would ever suspect to be a strong military post, but which probably holds more shot and shell in its cool underground magazines than would blow all the Island of Montreal to atoms, is one of the prettiest spots near Montreal.

GRAND TRUNK RAILWAY.

Two express trains leave Montreal daily—morning and evening—for Toronto, Hamilton, Detroit, and all points west.

Pullman's splendid Palace Cars, also new and improved first-class Coaches, run on all Through Express Trains between Portland and Detroit.

For particulars as to the times of arrival and departure of all trains to and from the city, the reader is referred to the *International Railway Guide*, which contains correct and reliable time tables of all the routes.

The Ticket office of the Grand Trunk Railway is at 143 St. James Street, Montreal.

———o———

CANADIAN NAVIGATION COMPANY.

One of the steamers of this line leaves the Canal Basin, Montreal, at 9 A M., daily (Sundays excepted) and Lachine on arrival of the train leaving the Bonaventure station at noon, for Hamilton and intermediate ports. The arrangements of its first-class steamers are of the completest kind, ensuring every comfort and the greatest dispatch.

The Company also give tourists during the season an opportunity of visiting Murray Bay, Rivière du Loup, Tadousac, and the Saguenay, on whose natural beauties it is unnecessary to dwell. The "Union" and the "Magnet" make the trip from Quebec to the Saguenay, touching, of course, at the intermediate points.

The Office of the Canadian Navigation Co. is at 177 St. James Street, Montreal.

———o———

THE RICHELIEU COMPANY.

This Company own the daily Royal Mail Line of steamers running between Montreal and Quebec. The splendid iron steamers "Quebec" and "Montreal" leave the Richelieu pier, opposite Jacques Cartier Square, Montreal, alternately every evening during the season for Quebec, calling at intermediate ports. During the months of July and August the Bessemer Steel Steamer "Canada" will leave Montreal every Monday, Wednesday and Friday at seven o'clock A.M. thus giving tourists an opportunity of passing through the lovely scenery of the St. Lawrence by day light. In everything likely to conduce to comfort and to enhance the pleasure of travelling, this line is, we do not hesitate to say, certainly unsurpassed by any on these waters.

The office of the Richelieu Company is at 187 Commissioners street.

MECHANICS INSTITUTE.—See page 44.

CITY COUNCIL.

HIS WORSHIP THE MAYOR,

CHARLES J. COURSOL, Esquire.

WARDS REPRESENTED.

East Ward.....BETOURNAY, ROLLAND, WILSON.
Centre Ward.....CHRISTIE, BERNARD, GARTH.
West Ward.....NELSON, ALEXANDER, STEPHENS.
St. Ann's Ward.....McGAUVRAN, McCAMBRIDGE, McSHANE.
St. Antoine Ward.....MASTERMAN, KAY, HOOD.
St. Lawrence Ward.....MULLIN, TAYLOR, KENNEDY.
St. Louis Ward.....DAVID, BRUNET, LORANGER.
St. James' Ward.....RIVARD, GRENIER, BASTIEN.
St. Mary's Ward.....DESMARTEAU, MUNROE, SIMARD.

OFFICERS OF THE CORPORATION.

JOHN P. SEXTON, City Recorder.
CHS. GLACKMEYER, City Clerk.
JAMES F. D. BLACK, City Treasurer.
P. MACQUISTEN, City Surveyor.
F. W. PENTON, Chief of Police.
H. I. IBBOTSON, Clerk Recorder's C't.
WM. ROBB, Auditor.
A. BERTRAM, Chief Engineer Fire D.

ROUER ROY, BERNARD DEVLIN, } *Attorneys.*

W. ROSS, C. F. PAPINEAU, } *Notaries.*

TARIFF FOR HACKNEY CARRIAGES.

PLACES.		Two or Four Wheeled Carriages drawn by one horse.				Coaches or Four Wheeled Carriages drawn by two horses.				TIME ALLOWED.
FROM	TO	For one or two persons.		For three or four persons.		For one or two persons.		For three or four persons.		
		$	cts.	$	cts.	$	cts.	$	cts.	
Any Place.	Any other in the same division & back.	0	15	0	25	0	30	0	40	½ an hour.
		0	5	0	00	0	00	0	00	
Any Divi'n.	Any place in another division & back.	0	25	0	40	0	40	0	50	¾ of an hour.
		0	35	0	50	0	60	0	75	over ¾ of an hour & under 1 hour.
	(Per Hour.)									
Any Place.	Any other in the City.	0	50	0	70	0	75	1	00	One hour.
		0	20	0	30	0	30	0	40	For every additional ½ hour.

Reasonable weight of Luggage allowed free of charge.
Children under 12 years of age to be charged half-price.

DIVISIONS OF THE CITY.

The FIRST DIVISION comprises the East, Centre and West Wards, (including the South-West side of McGill Street, and the North-West side of Craig Street.)

The SECOND DIVISION comprises the St. Ann, St. Antoine and St. Lawrence Wards (exclusive of McGill and Craig Streets.)

The THIRD DIVISION comprises the St. Louis Ward, (exclusive of Craig Street the St. James and St. Mary's Wards.

VALUES OF SILVER COINS.

United States Half Dollar.....	47 cents or	2s. 4d.	Canadian.
Do Quarters.....	23 cents or	1s. 2d.	"
Do Ten Cents.....	9 cents or	5d.	"
Do Five Cents.....	4 cents or	2½d.	"
Do Three Cents.....	2 cents or	1d.	"
British Shillings.....	24 cents or	1s. 2d.	"
Do Sixpence.....	12 cents or	7d.	"

Canadian Silver at Par.

FIRE DEPARTMENT.

Chief Engineer—A. BERTRAM, cor. Craig and Chenneville streets.
Assistant Engineer—WM. PATTON, 312 Lagauchetière street.

FIRE ALARM TELEGRAPH.

Chief Operator—F. H. BADGER.

DISTRICT No. 1.

1. Custom House, (North Corner.)
2. Cor. St. Jean Baptiste and St. Paul streets.
3. Jacques Cartier sq. (cor. St. Paul st.)
4. Court House sq., (Hose Station.)
5. Cor. Notre Dame and St. François Xavier streets.
6. Cor. St. Sacrament and St. Peter sts.
7. Cor. St. Paul and McGill streets.
9. Cor. Notre Dame and McGill sts.
12. Cor. Craig and Chenneville streets. (Central Hose Station.)
13. Cor. Craig st. and St. Lambert Hill.
14. Cor. Vitre and Sanguinet streets.
15. Cor. St. Lawrence and Lagauchetière streets.
16. Cor. Dorchester and St. Urbain sts.
17. Cor. Bleury and Dorchester sts.
18. Beaver Hall Hill.
19. St. Antoine st. (opp. Geneviève st.)
21. Cor. Brunswick and Dorchester sts.
23. St. Catherine st., (Hose Station.)
24. Cor. St. Lawrence and St. Catherine streets.
25. German street, (Hose Station.)
26. Cor. St. Catherine and St. Denis sts.
27. Cor. German and Ontario streets.
28. Cor. St. Lawrence and Sherbrooke streets.
29. Cor. St. George and Sherbrooke sts.
31. Cor. Union av. and Sherbrooke st.
32. Cor. McGill College avenue and St. Catherine street.
34. Guilbault's Garden.

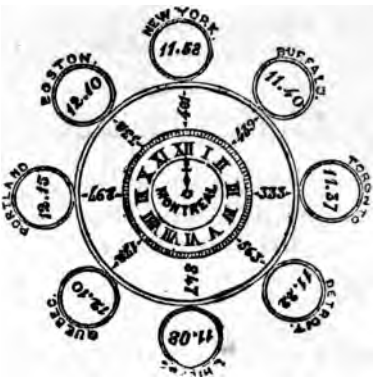
DISTRICT No. 2.

35. Cor. King and Common streets.
37. Cor. Duke and Ottawa streets.
38. Cor. Dupré lane and St. Maurice st.
39. Cor. St. Antoine and Cemetery sts.
41. Chaboillez square, (Hose Station.)
42. Wellington street, (Hose Station.)
43. Mill street, (Lyman's Mills.)
45. Cor. Wellington and McCord sts.
46. Cor. Colborne and Ottawa sts.
47. Cor. St. Joseph and Mountain sts.
48. Cor. St. Antoine and Mountain sts.
49. Cor. St. Catherine and Mountain sts.
51. Cor. Sherbrooke and Peel streets.
52. Cor. St. Antoine and Guy streets.
53. Cor. St. Martin and St. Bonaventure streets.
54. Cor. St. Joseph and Canning sts.
57. Cor. William and Seigneur sts.
58. Cor. St. Matthew and St. Catherine streets.
59. Nunnery building, cor. St. Catherine and Guy sts.
61. Redpath's Sugar Refinery.
62. St. Gabriel Market, (Hose Station.)
63. Grand Trunk Works, (Point St. Charles.)

DISTRICT No. 3.

64. Cor. Notre Dame and Bonsecours sts.
65. Dalhousie square, (Hose Station.)
67. Cor. Wolfe and St. Mary sts.
72. Cor. Craig and Visitation sts., (Hose Station.)
74. Cor. Dorchester and St. André sts.
75. Cor. Mignonne and St. André sts.
76. Cor. Amherst and Ontario sts.
81. Cor Robin and Visitation sts.
82. Cor. St. Catherine and Panet sts.
83. Papineau Market.
91. Jail Gate, (St. Mary st.)
92. Cor. St. Mary and Dufresne sts.
93. Cor. Ontario and Fullum sts.

TIME AND DISTANCE INDICATOR.



TRAINS ARE RUN

Between Portland and Island Pond, by Portland Time.
" Island Pond and Montreal, by Montreal Time.
" Rivière du Loup " " "
" Rouse's Point " " "
" Province Line " " "
" Montreal and Toronto, " "
" Toronto and Sarnia, by Toronto "
" Fort Erie and Goderich, " "
" Port Huron and Detroit, by Chicago "

TABLE OF DISTANCES.

Montreal	to Liverpool, England	2750	miles.
"	to Kingston, P. O	173	"
"	to Quebec, P. Q	180	"
"	to Toronto, P. O	333	"
"	to Halifax, N. S	815	"
"	to Rouse's Point, U. S	44	"
"	to Portland, "	292	"
"	to Boston, "	333	"
"	to New York, "	403	"
"	to Cincinnati, "	964	"
"	to Chicago, "	1040	"
"	to St. Louis, "	1345	"
"	to Omaha, "	1533	"
"	to Ogden, "	2565	"
"	to Sacramento, "	3309	"
"	to San Francisco, "	3447	"

ST. JAMES HOTEL,

Victoria Square,

MONTREAL.

WE take the liberty of calling your attention to the above well known Hotel, situated in one of the pleasantest parts of the city, Victoria Square, in the vicinity of the Public Offices, Banks, &c., which has been newly furnished, and undergone numerous alterations with additions to render it a first-class Hotel.

In making the improvements, the Proprietors have taken particular pains to provide every comfort for Guests. They have fitted the House up with all the modern improvements, Bath Rooms and Closet have been added to every floor. They feel satisfied that they can offer accommodations which cannot fail to give satisfaction to parties favoring them with their patronage.

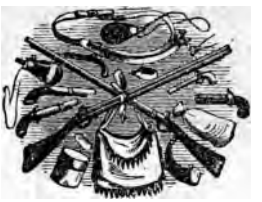
The long experience of Messrs. Hogan & Geriken in the Hotel Business, with Mr. Montgomery as Manager (who has acted as such in foreign countries, as well as in this), will be a guarantee that the St. James will be second to no Hotel in the Dominion.

It will be optional for parties desiring rooms at the ST. JAMES to engage them with or without Board, for which the most moderate prices will be charged.

H. HOGAN & CO.,

Proprietors.

THOMAS REEVES,



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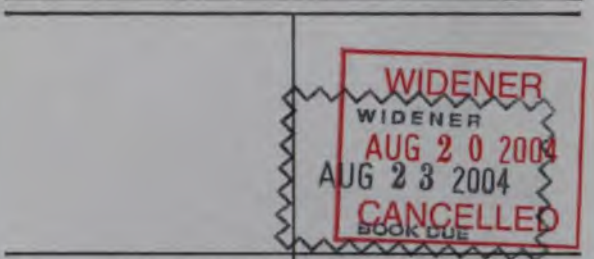

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